

GENUINE
1865
BRANDY.
\$42.00 PER DOZ.
H. PRICE & CO.
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857.

GOLD MEDALS, PARIS 1878, 1889.
JOSEPH GILLOTT'S
PENS.
Of Highest Quality, and having
Greatest Durability, are there-
fore CHEAPEST.
The Only Award, Chicago, 1893.
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HONGKONG, FRIDAY, JUNE 21st, 1901.

伍拜禮

號壹十式月陸年壹零百九千壹英港香

PRICE, \$21 PER MONTH

WATSON'S
"B"
SUPERIOR VERY OLD
COGNAC
BRANDY.

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.
WINE SHIPPERS SINCE 1815,
Who have consigned their Brands to Hongkong
for over half a century
Apply to G. C. ANDERSON,
Hongkong 13, Praya Central.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine OLD HIGHLAND WHISKY,
Sole Shippers—CUTLER PALMER & CO.,
is obtainable in Hongkong of their Agents,
SIEMSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER
& CO.'S

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9 p.m. ... Every 15 minutes, very 1 hour.

SUNDAYS.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 10.30 a.m. ... Every 10 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS as on Week Days.

SATURDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901.

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Repairs executed with promptitude and skill.
Enamelling a specialty.

McKIRDY & CO.
43 & 45A, QUEEN'S ROAD, EAST.
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

\$5.50 per Cask of 37 1/2 lbs. net ex Factory.
\$3.30 per Bag of 250 lbs.
SEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED.
is now prepared to receive perishable pro-
visions for Cold Storage at East Point at
Moderate Rates.

WM. PARLANE,
Manager.
Hongkong, 17th February, 1899.

PHOTO-GRAPHS
PLATES, PAPERS
AND CHEMICALS.
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG.

KÜPPER PILSENER BEER.
THE LEADING BEER ON THE MARKET.
HAS REACHED ITS PRESENT STATE OF POPULARITY
OWING ENTIRELY TO ITS UNIFORM HIGH STANDARD OF
EXCELLENCE. IT IS ALWAYS BRIGHT AND SPARKLING
AND ABSOLUTELY FREE FROM SEDIMENT.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

15, QUEEN'S ROAD, HONGKONG, 18th June, 1901.

THE VICTORIA DISPENSARY
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. **SODA WATER.**
LEMONADE. **GINGER ALE.**
SARSAPARILLA. **RASPBERRYADE.**
TONIC WATER. **LEMON SQUASH.**

SPECIALITIES

AYALA CHAMPAGNE, EXTRA QUALITY.
This is one of the most Popular Brands in London. Supplied to ALL the principal
Clubs and Hotels. 2 Doz. Pints. \$42.00 1 Doz. Quarts. \$40.00

ROUSSILLON CHAMPAGNE, RESERVE CUVEE.
The Favourite Brand in NAVAL and MILITARY Messes. 2 Doz. Pints. \$36.00 1 Doz. Quarts. \$35.00

"DRY ROYAL" SAUMUR.
A most delicious Sparkling wine and extremely moderate in price. 2 Doz. Pints. \$23.00 1 Doz. Quarts. \$21.00

BUCHANAN'S WHISKY. "BLACK & WHITE" HOUSE OF COMMONS
This splendid and well-known Whisky has one of the Largest Sales in England and the
Colonies. It is wonderfully MELLOW and WELL MATURED. Price—Per Doz. \$15.00. Special Rates to the Trade.

SOLE AGENTS for above—**LANE, CRAWFORD & CO.**

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC. **C.P. & Co.'s INVALIDS' PORT**

\$22.50 PER DOZ.

\$20 PER DOZ.

Distinguished by 4 Stars on the label.

This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassal

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

THE ELITE OF WHISKY—

AMOROSO SHERRY,

THE "PALL MALL,"

\$20 PER DOZ.

\$20 PER DOZ.

LA TORRE SHERRY,

11 Years old; the finest quality shipped.

\$16.75 PER DOZ.

Each bottle bears an Analyst's certificate.

A natural and most pleasant wine to the taste.

G. P. & Co.'s OWN SPECIAL

BENEDICTINE LIQUEUR—

BLEND WHISKY,

D.O.M.,

\$10.75 PER DOZ.

\$39.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—**SIEMSEN & CO., HONGKONG.**

AERATED WATERS.

WATKINS' CROWN BRAND.

UNSURPASSABLE FOR PURITY AND

FLAVOUR.



SEE THAT EACH BOTTLE BEARS OUR NAME AND TRADE MARK.

WATKINS, LIMITED.

PILSENER BEER

LONG BOTTLE -

Per Case. 4 Doz. Quarts. \$13.00
Per Case. 6 Doz. Pints. \$13.00

MÜNCHENER BEER

14.00 14.00

Apply to—

G. GIRAULT.

W. BREWER & CO.

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BRASSEY'S NAVAL ANNUAL, 1901 ... \$10.00
Navy and Army Illustrated, Vol. XI ... 10.00
Siege of Peking Legations, by Rev. Roland Allen ... 4.50
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China's Only Hope, by Chan Chi Tang ... 2.25
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Know Your Own Ship ... 4.50
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Dictionary of Medicine, by Thompson and Steele ... 6.50
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Chinamen at Home, by Thos. G. Selby ... 2.25
Pears' Marvellous Cyclopedia ... 0.70

NEW STOCK.

EGYPTIAN CIGARETTES, PASHAS, SULTANS, GORDONS.

SWAN FOUNTAIN PENS.

LAMBERT AND BUTLER'S AND WILLS' TOBACCO AND CIGARETTES.

CIGAR AND CIGARETTE CASES, PIPES in GREAT VARIETY, TOBACCO POUCHES.

MANILA CIGARS—GERMINAL FACTORY, SPENCER'S INDIAN CIGARS.

LADY'S AND GENTLEMEN'S BOOTS and SHOES. Best English Make.

TENNIS GOODS of All Kinds. Best Makers. 23 & 25, Queen's Road, Hongkong.

COTTAM & CO.

HONGKONG HOTEL BUILDINGS.

CELLULAR CLOTHING. LIGHT, DURABLE, and COOL.

A FULL STOCK OF **TENNIS SHIRTS, DAY SHIRTS AND SINGLET.**

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED.)

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE **UNITED ASBESTOS COMPANY, LTD., LONDON.**

CONTRACTORS TO H. M. GOVERNMENT. MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c. "GLADIATOR" Packing for High-Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR METALLIC" BOILER JOINTS are SUPPLIED to H. M. and other FOREIGN NAVIES. ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Quality. "CAURICIDEAL METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK. Chief Superintendent ... THOMAS SKINNER. Superintendent ... ARCHIBALD BITCHIE. Superintendent ... DODWELL & CO., LIMITED, General Manager

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS.

CHAMPAGNE "MONOPOLE."

HEIDSIECK & CO., REIMS.

Purveyors to THE IMPERIAL and ROYAL COURT at BERLIN. THE IMPERIAL ROYAL COURT of AUSTRIA. THE IMPERIAL COURT of RUSSIA.

CARLOWITZ & CO. Sole Agents.

QUAN WAH & CO.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS. DESIGNS & PRICES on APPLICATION at No. 1, Queen's Road East, Hongkong. Hongkong, 17th October, 1899. [1044]

R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP DEALER. No. 37, CAUSE ROAD, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.

Is also prepared to purchase used Postage Stamps in Large or Small Quantities for Cash. AGENTS WANTED. 75 to 25 per cent. Discount Allowed. [1396]

AMERICAN MACHINERY.

WE HAVE OPENED A MACHINERY DEPARTMENT, and are prepared to furnish Pumps, &c. on STEAM ENGINES, GAS and OIL ENGINES, BOILERS, PUMPS, LAMPS, DRILL PRESSES, PLANERS, PNEUMATIC TOOLS, WOOD WORKING MACHINERY, HOISTING MACHINERY, SAW MILLS, MACHINIST'S SMALL TOOLS, BUILDER'S HARDWARE, &c.

Made in America (U.S.A.) Prices quoted f.o.b. New York, or c.i.f. Hongkong.

REUTER, BROCKELMANN & CO., Hongkong, 3rd December, 1900. [125]

NOTICE.

INTIMATION.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

LEADING MANUFACTURERS
OF
AERATED WATERS
IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A PERFECT SYSTEM of FILTRATION is employed, guaranteeing ABSOLUTE PURITY.

The Machinery used is of the latest type.

A STAFF of ENGLISH EXPERTS attend to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO.

LIMITED.

THE HONGKONG DISPENSARY.

HONGKONG.

Hongkong, 31st May, 1901.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 21st June, 1901

The debate in the House of Commons at the beginning of the week does not seem to have been very fruitful in results. According to the figures published in Reuter's telegram which appears to-day, only eighty Liberals voted in favour of Mr. Lloyd-George's motion for the adjournment of the House to discuss the subject of refugee camps in South Africa. The minority was further composed of fifty-four Irish members. The Liberal Imperialists refrained from voting, and the Government majority was compact.

Sir Henry Campbell-Bannerman attacked the whole policy of concentration as barbarous, and we can have no doubt that other members of the Opposition used far stronger language. No one, of course, would defend the concentration system as in itself desirable. To keep 60,000 people shut up in large camps, supplied with rations, is a measure which only the strictest necessity would compel any man to suggest. The "stop-the-war" party evaded the difficulty, claiming that Britain should now offer easy terms, the most fanatical urging the gift of complete independence. However, these views may be dismissed at once, for the nation is against them, and there is not the remotest prospect of its conversion. It has been determined that the war shall be carried out to its end, and the object therefore is to bring this end about as soon as possible.

A very long trial was given to the system by which the surrendered Boers were allowed to return to their farms with their families, and it was found absolutely impracticable to continue it. Owing to the nature of some of the people with whom we had to deal, the system was found to involve constant treacherous surprises of our troops and actual attack on them from men who had nominally accepted British rule. The concentration policy, odious though it may appear to humanitarians, seems the only alternative; at any rate, no one has been able to suggest a third. When it is possible to abandon it, the first to rejoice will be the British generals on whom it has been forced. For the present in no other way can they undertake that care of the Boer women and children which is imposed upon them by the Boers themselves.

The British storeship *Humber* left for the North yesterday.

It is now stated that, with the exception of the Legation guard, all the German troops to remain in China will be stationed at Shanghai.

Mr. Chan A. Fook, one of our Chinese unofficial members of the Sanitary Board, has tendered his resignation to H.E. the Governor on a plea of want of time to devote to the duties appertaining to the position.

During the absence from the colony of the Rev. W. Bannister, Church of England Officiating Chaplain to the troops, the duties of Officiating Chaplain will be performed by the Rev. G. A. Bunbury, of St. Paul's College.

Any gentleman who may wish to secure a water griffin for the next races and who may have been unable to attend the meetings already held, with reference to the importation of water griffins, can obtain all particulars by writing to Mr. Geoffrey Munster, 12, Queen's Road Central.

Yesterday's Chinese festival was very quietly observed in Hongkong. In Canton, we hear, preparations have been made for some time past to keep the Dragon-boat *feile* on a larger scale than usual, in order to combine the exercising of the plague-devils with the original intention of the day.

The tramway to be built in the French Settlement at Shanghai is not to be electrical, but on a new system, known as the "Purroy's System," requiring special steam-boilers. The steam is to be superheated and the cars are said to be entirely free from smoke, noise, or smell. The cars are to be small, and are to attain a speed of 15 miles per hour on free roads.

Only one case at the Magistracy yesterday calls for any remark. In it a seaman, by name Stirling, was up before Mr. Hazeland for being drunk and incapable. He admitted his guilt, but begged to be let off, as he was to ship to-day, and if he failed to do so, he would be sent out of the Sailor's Home, and consequently become a vagrant. His Worship granted his prayer and discharged him, with a caution.

In regard to a note in the *Deutsche Asiatische Warte* about the withholding by the Government of Police Court proceedings for publication (says the *Ostasiatische Lloyd*), we are now informed that the authorities have no desire to prevent any publication of the reports. On the contrary, all publicity is given to them. The only change that has been made is that executions are no longer conducted in public, but within the prison-yard. But the fact is published immediately after.

During the hearing of the Crisp case at the Supreme Court yesterday, a Chinese witness was asked if he was a friend of Chung Shun Koo, the complainant; "I am not," he energetically replied, "I don't want to be his friend. He has got a black heart." "What makes you think he has a black heart?" asked the Acting Attorney-General. "He raised my rent without giving me notice," replied the witness, "and if that doesn't show a black heart, I don't know what does." "In that case," observed the Chief Justice, "there are a good many black hearts in the colony."

A Dragon-boat which had been practicing for about a week at Canton, in view of the great festival which was celebrated yesterday, capsized, and sixty lives were lost. The boat belonged to a little village two and a half miles this side of Canton and contained 10 persons. As they were attempting to get through the first barrier in the front reach of the river together with a big Hongkong and Canton passenger-steamer, the backwash of the latter swamped the boat. All occupants were precipitated into the river. Assistance was at once rendered, but only thirty were rescued. Some sixty are said to have been drowned. So far forty bodies have been recovered.

A Peking letter to a native paper says that the Lohan railway is already built from Tingschow to Hsinshien a distance of over 100 li. It is currently believed that the Imperial party on their return to Peking will experience the novel sensation of travelling by train. The Hankow end of the line has made more progress than the Northern end, more especially as the Southern end was not destroyed by Boxers. The *Mercury* says, "We are all waiting anxiously to see the completion of the line, at least as far as the famous anthracite coal regions of Honan. We may then hope that the nuisance of Japanese coal will be abated in Shanghai."

A meeting of Justices of the Peace was held yesterday afternoon at the Magistracy to consider an application from Mr. Moritz Freimann, of the "Land We Live In" Hotel, 332-334, Queen's Road, for a transfer of his license to his son, Adolph Freimann. The application was granted on the condition that the applicant would find a guarantee, his previous guarantee, Mr. Theonort, manager of the Chinese Import-Export and Bank Company, having died of plague. This condition was accepted by the applicant. Mr. Hazeland, Acting Police Magistrate, presided at the meeting, the others present being Mr. Kemp, Acting Police Magistrate, and Mr. Melbourne, Chief Clerk at the Magistracy.

Field Marshal Count von Waldersee was received in audience by the Emperor of Japan on the 11th inst. in the Ho-o Hall at Tokyo, and subsequently was invited to dine at the Palace. Count von Waldersee having lost his ceremonial uniform in the fire at the Winter Palace, Peking, special permission was granted for him to attend the audience in his ordinary uniform. A Gift despatch to the *Mainichi* states that Count von Waldersee is expected to visit the town on his way back to Kobe as he wishes to see the famous cormorant fishing in the Nagatagawa. The local authorities, however, did not receive any intimation in regard to a visit.

The warships in Amoy harbour on the 15th inst. were the two Japanese cruisers *Tulata* and *Suma*.

Troop-ships are expected at Taku on the 29th inst., probably to take away the 1st Brigade of the British Expeditionary Force.

One of the two Chinese passenger-ships sent to the Isolation Hospital on the arrival of the *Empress of China* at Nagasaki developed symptoms of bubonic plague.

Under the heading "Latest News" the *Echo de Chine* says:—"The Colonial Army is definitely formed. General Duchemin has just been named commandant of this corps."

The new governor of Kiaochow, Captain Trappel, who arrived recently by the steamer *Titan* is at his new post, seems to have already gained the confidence of the colonists, according to local papers.

On the 25th ult. the Pope received in audience Mgr. Chappelle, the papal delegate in Philippines, and had a long conversation with him on relations affecting religious orders in the Philippines.

Mr. Fitzpates, H.B.M.'s Senior Vice-Consul at Shanghai, arrived there on the 16th by the P.M.S. *Coptic* and took over charge of the Land Office at H.B.M.'s Consulate-General from Mr. F. E. Wilkinson, who returns to his post as Acting Consul at Soochow.

The first working train of the Shantung railway reached Kaumian on the 11th inst. It is only nine weeks since the first section was opened and already twenty additional miles are in sufficient good running order to permit constructing trains to pass over it. At this rate the railway will be finished in a very short time indeed.

A Tientsin despatch to the *Osaka Asahi* states that the railway between Peking and Shanhaikwan will be handed over to the Chinese Government in a fortnight's time, while the line between Peking and Tientsin will be guarded by the Japanese and German troops, and the line between Tientsin and Shanhaikwan by the British troops.

The *Ostasiatische Lloyd* of the 14th inst., in a lengthy article absolves General Bailoud of all blame for having prevented his troops, which joined the German contingent in an expedition to the Great Wall against General Liu, of firing even a single shot, saying that it has now been ascertained upon unimpeachable authority that General Bailoud was constrained to act as he did, as he had received a telegram from Paris while on his way to join the German expeditionary force, instructing him not to fight against General Liu under any consideration. The writer of the article gives great praise to the French General for his previous courteous behaviour and willing co-operation.

Apparently the name of "Hyogo and Osaka," the official designation of the British Consulate at this port since its opening in 1883, is to be dropped, says the *Kobe Chronicle*, for we note that the *London Gazette*, under an order of the Foreign Office dated 1st April, announces that Mr. John Carey Hall has been appointed "His Majesty's Consul for the Consular District of Kobe, comprising the prefectures of Toyama, Ishigawa, Fukui, Shiga, Miye, Nara, Wakayama, Hyogo, Tottori, Okayama, Shimane, Kagawa, Tokushima, Kochi and Ehime, and the cities of Osaka and Kyoto, to reside at Kobe." This appears a sensible change, as it is some years since the town of Hyogo was absorbed into Kobe for administrative purposes.

The suicide is reported from Shanghai on the 14th inst. of Mr. A. F. Schuttel, secretary of the Club Concordia. It appears that he had been summoned twice to appear before the German Consular Court to answer a charge of embezzlement preferred against him by the Committee of the said Club. He entered no appearance to both of the summonses, so that a warrant was issued for his arrest. The deceased appeared to be on the lookout, for, as soon as he spied the detective, he rushed to the bath-room where he shot himself through the heart. Death was instantaneous. The most noteworthy fact connected with this sad affair is that deceased is the third secretary of the Club who had committed or attempted to commit suicide. His immediate predecessor, Albrecht, having shot himself in Hongkong after embezzling the Club's funds, while Mr. Kluth, Albrecht's predecessor committed suicide by chloroforming himself in his office in the Club.

The failure of the camphor monopoly in Formosa is supposed to be caused by the unexpected increase in the production of the staple in the interior of Japan, with the result that the markets in Japan and abroad have been considerably affected. It was therefore thought necessary by the last Cabinet to extend the monopoly to Japan, so as to maintain the price of the staple and protect the monopoly in Formosa. A proposal to this effect was agreed to by the last Cabinet. Viscount Katsura, the Premier of the new Cabinet, is reported to take special interest in the finances of the territory, as he was for a time the Governor-General of Formosa, and it is believed he will take up the proposal of the last Cabinet and favour the extension of the camphor monopoly to Japan. The *Kobe Chronicle* says:—"It is stated that if such a Monopoly Bill is passed, the export of camphor from Japan will be undertaken by the Agriculture and Commerce Department; and that Monopoly Offices will be established at Nagasaki and Kobe, the head office being at Kobe. The purchase price of camphor will be fixed at 75 yen per picul for Kobe, and 65 yen per picul for Nagasaki, while the sale price will be 85 yen per picul. From these particulars it would appear the Government has practically decided to introduce such a Bill."

One of the Straits-born Chinese at Bangkok has just cut off his queue and is rather interested to see how many of his class will do likewise.

The drawer of Volodygorski in the Calcutta sweep, a resident of Madras, gets Rs. 315,373; the drawer of the second horse, Rs. 123,150, and the third, Rs. 63,075.

Major H. S. King, R.E., has been granted leave to the neighbouring countries from the 26th inst. to the 2nd October, 1901, and Lieut. D. Macaulay from the 18th to the 27th inst.

Jack McAuliffe, the light-weight champion, and Slavin, the Australian pugilist, brother of the famous Frank Slavin, arrived in Singapore last week from Rangoon, and may give a boxing exhibition in Singapore at an early date.

The Americans have gone clean crazy over golf. There are now at least 1,200 clubs in America, with a total of 200,000 members—150,000 men and 50,000 women. The fees of these players to their clubs will be £1,400,000, and it can easily be shown that over £2,000,000 is spent on balls and sticks. Five years ago America knew little of the royal and ancient game; now there is probably £10,000,000 invested in it on the other side of the Atlantic.

The proposal to make a ship canal across the Isthmus of Kra has been brought forward on several occasions, says the *Courrier d'Haiphong*. Surveys have been undertaken, and companies have been formed to take up the preliminary studies. Then silence has fallen on the proposal, and the Isthmus of Kra, still inviolate, has sunk into forgetfulness. Perhaps the failure of the Panama Canal has occurred to the capitalists at the psychological moment when a call had to be made for funds. Perhaps powerful foreign influences have been interposed. To cut the Isthmus of Kra is to destroy the prosperous port of Singapore.

The *Bangkok Times* of the 6th inst. says:—"We regret to have to record the death of an old resident, Capt. W. Lang, which took place last evening from cholera. Mr. Lang was formerly in the Royal Siamese Navy, but resigned his position there some years ago, afterwards joining the staff of the Opium Farm. Later he was engaged on the new railway to Petalaburi, and was on his way down to Bangkok when he was seized with cholera, death taking place last evening. The deceased was about fifty years of age, and had resided in Siam for over a quarter of a century."

SUPREME COURT.

Thursday, 20th June.

CRIMINAL JURISDICTION.

BEFORE SIR JOHN CABELINGTON, K.T., C.M.G. (CHIEF JUSTICE).

THE CHARGE AGAINST INSPECTOR CRISP.
The case for the Crown concluded in the afternoon, and evidence for the defence was then heard.

Lo Tai Lun, an interpreter at the Public Works Department, one of the witnesses for the defence, said he one day saw Chung Shun Koo in Mr. Crisp's office, and overheard part of what was said. Chung Shun Koo asked Mr. Crisp: "Do you want cigars, or anything?" Mr. Crisp grew very angry, and told witness to tell Chung Shun Koo that he did not want anything, and that he was to get the house at 31, Hollywood Road repaired at once. Some twenty minutes later Chung Shun Koo stopped witness in the passage at the Public Works Department and asked: "Is the inspector of buildings receiving bribes?" Witness replied in the negative and Chung Shun Koo continued: "I should like you to make an arrangement with him to treat me leniently, and I will give him some money." Witness told Chung Shun Koo that he had no right to talk as he was doing, but the latter persisted in his offer to bribe Mr. Crisp.

By Mr. Pollock—Witness was the chief interpreter at the Public Works Office. He had often acted as Mr. Crisp's interpreter. He saw a previous witness for the defence that day in the witness-room, but had not conversed with him. Witness had never seen Chung Shun Koo till the day he called at the Public Works Office. The trial was shortly afterwards adjourned until this morning at ten o'clock, when counsel will sum up.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (PUNISH JUDGE).

HUMPHREYS ESTATE COMPANY V. CHAN YEW TING.

The Humphreys Estate and Finance Company, Limited, plaintiffs, claimed \$1,000, money paid by them into Court and handed over by mistake to the defendant, Chan Yew Ting, interpreter to Messrs. Johnson, Stokes and Master. The plaintiff's full claim was stated to be \$1,100, but they waived that sum in order to bring the suit within the jurisdiction of the Court. The plaintiffs, who also claimed by costs of suit were represented by Mr. F. B. Deacon, solicitor, (of Messrs. Deacon and Hastings), and Mr. G. C. Master, solicitor (of Messrs. Johnson, Stokes and Master), appeared for the defendant.

The case, it was explained to his Honour, arose out of previous issues, and briefly stated, was as follows. In February, 1899, Chan Yew Ting instituted a suit against one Pang Yau, and succeeded. Chan Yew Ting then issued a writ of execution against Pang Yau, and simultaneously a prohibitory order to the Humphreys Estate and Finance Company, Limited, to restrain that Company from parting with money due by them to Pang Yau and So Sum, a co-contractor with Pang Yau in respect of seven houses then in course of erection on Kowloon Island Lot No. 540. Messrs. Palmer and Turner were the architects engaged by the Humphreys Estate and Finance Company for these houses. The money attached in the prohibitory order issued by Chan Yew Ting was due by the Humphreys Estate Company to Pang Yau and So Sum jointly, as being contractors in the building of the houses on Island Lot 540. On receiving the prohibitory order, the Humphreys Estate Company consulted with their architects, Messrs. Palmer and Turner, who advised that the money be paid into Court. Soon after it had been paid into Court, the money was handed out to the then plaintiff, Chan Yew Ting. The Humphreys Estate Company now alleges that they paid the money into Court by a mistake of fact, and therefore Chan Yew Ting should refund the money.

After hearing arguments, His Honour decided to reserve judgment.

A THREATENED COOLIES' STRIKE.

We understand that certain companies and firms here, as a short time ago we suggested was likely, are having trouble with their coolie labourers, who threaten to strike if the sick from plague amongst them are removed to a plague hospital and not allowed to leave for their own homes. Without entering here upon the merits of the question whether plague-stricken Chinese should or should not be allowed to leave the Colony, we must accept the existing situation, which is, we hear, that the Secretary of State for the Colonies will not permit the removal of plague-stricken Chinese from the Colony even to China. The problem then is, what is to be done to deal with the coolie labourers in order to bring them to reason. By their attitude, these coolies are in effect threatening the Government and putting pressure on their employers to try to coerce Mr. Chamberlain to alter his decision. In fact, the coolies wish to demonstrate that they hold the upper hand and will not submit to a regulation which they resent. In this state of affairs, it would seem to be the paramount duty of all Europeans to unite to teach these refractory coolies that it is their duty to obey the regulation, whilst using lawful means to obtain its rescission. And it is undoubtedly the duty of the Government to co-operate with the European community to inculcate in these labourers the virtue and necessity of submission. Many years ago, a strike of cargo-boatmen occurred, occasioned by some such regulation as one requiring them to be photographed. So far as we remember, it was not every firm that came out of that crisis with flying colours. A salutary sentence passed at the Magistracy on an intimidator caught red-handed and the march of an armed squad of the Northampton, headed by the Magistrate with the Riot Act handy, through the western portion of the city, soon brought the strikers to their knees. Those cargo-boatmen objected to a regulation and struck work; to-day, other classes of labourers object to a regulation and strike work. Amongst these are sure to be found some who are willing to work but for fear of their *fokis*. A simple plan to thwart the majority is to obtain military aid to protect those who are willing to work, to let those willing to work know that they will be protected, and to baffle before the Magistrate any person who threatens, a *fok* who is willing to work. Other remedies which suggest themselves are the wholesale banishment for five years of recalcitrant coolies, who are a distinct menace to the peace and good order of the Colony, and the promulgation of certain portions of an Ordinance which is commonly known as the Peace Preservation Ordinance. Even if it promised success to agitate for a revocation of Mr. Chamberlain's decision, it is doubtful whether or not it is politic to do so when Chinese coolies snap their fingers at the existing regulation and say "if you don't revoke it, we won't work." Our task is first to subdue the coolies and then proceed, if necessary, to obtain a revocation of the decision. Any other course at present would be a victory for the coolies, and we cannot afford to give them such a victory, for, having gained their inch, they will demand the proverbial ell. The commercial community must ponder well the situation. Our advice is that a stand, even at a financial loss, should be taken. We warrant that, with the co-operation of the law and of the military, the coolies will come to their senses in a very few days. To attain this most desirable end and to withstand the arrogance of the Chinese coolie, it is absolutely necessary to be resolute, that all companies and firms should be of our mind and that the Government should be co-workers in this struggle with a useful but misguided section of the population.

THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 21 fresh cases of plague (20 Chinese, one other Asiatic), and 18 deaths (17 Chinese, one other Asiatic).

Since our last report, one European, Bartholomew Balara of No. 42, Aberdeen Street, and an Indian named Rasull, of Quarry Bay, were admitted into the Plague Hospital.

All Europeans under treatment are doing well.

The disinfection of all houses in sanitary district No. 5 commences this morning at eight o'clock. This district extends from Graham Street to Shing Wong Street. It is doubtful whether this process of wholesale disinfection will of itself have any material effect in the lessening of plague, from the fact that house-holders were notified a week ago in the Chinese newspapers of the intentions of the sanitary authorities to disinfect the houses. Since then tenants have been engaged night and morning in removing their furniture to the houses of friends in other parts of the city. When their own dwellings have been disinfected this furniture, in all its pristine filth, will be carried back and replaced.

No more dead rats have been found in Government House, although numerous rat-holes, which have now been filled up, abounded. The basement floor has been disinfected.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 20th June, 7.40 p.m.

TUNG FUHSIANG'S REBELLION.

Reliable reports state that General Tung Fuhsiang is collecting resources and veteran troops, intending to start a serious rebellion.

REUTER'S SERVICE.

LONDON, 18th June.

PARLIAMENTARY DISCUSSION ON REFUGEE CAMPS.

Mr. Lloyd-George in the House of Commons, moved the adjournment of the House to discuss the subject of refugee camps in British South Africa. Sir Henry Campbell-Bannerman supported the motion, which was rejected by 253 votes to 134.

The Liberal Imperialists abstained from the voting. The minority included 54 Irish members.

FRANCE AND THE CHINESE INDEMNITY QUESTION.

M. Delcasse informed the Cabinet ministers that he has definitely agreed to the Chinese indemnity question method of payment.

BIRTH OF A RUSSIAN PRINCESS.

The Empress of Russia has given birth to another daughter.

LONDON, 18th June.

SIR J. A. SWETTENHAM APPOINTED TO BRITISH GUANA.

Sir J. A. Swettenham, K.C.M.G., Colonial Secretary, Straits Settlements, has been appointed Governor of British Guiana.

THE CIVIL LIST.

The House of Commons has passed the Civil List.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."

19th June.

SIR,—The quantity that has of late been said and written about the plague has apparently been of little or no benefit to this colony, and the reason, I believe, is that it is too late in the season for any measures which may be taken to cope with the evil to produce any immediate beneficial results. We must now look forward to the future, and, if our Sanitary Authorities wish to atone for their past culpable negligence, there will be a golden opportunity for them to do so.

Someone has said "I believe it was Dr. Clark that the plague is endemic with us. That may or may not be the case, but certainly that is no reason why we should not do all that is in our power to dismiss the plague from our midst. In my humble opinion, if we were to do away, during the winter season, with the present system of drainage and sewerage, &c., and substitute therefore a better system, or else revert to the old one, and if we were furthermore to declare an uninterrupted war of extermination against all rodents, there will be in the near future less cases of plague here and perhaps none at all after the lapse of a few years. Care must, of course, be taken against importing plague cases, but this can easily be averted (to a certain extent at least) by enforcing medical inspection against all passengers coming from infected ports. As matters now stand, the results obtained are not at all satisfactory, and do not compensate in the least for the time and money expended in improving the present insanitary condition of this British colony.

If the above suggestion be carried out, one result is certain, we shall have less mosquitoes, and that should prove in itself a blessing all round. I believe mosquitoes were never more plentiful here than this year, and for this we must also thank those responsible for the present system of drainage and sewerage.—Yours, etc., X.

TO THE EDITOR OF THE "DAILY PRESS."

20th June.

SIR,—H. E. the Governor in his reply to the latest representation of the local Chamber of Commerce said that unfortunately the remedies adopted to fight plague have failed, here "as in India." So far H. E. and his Government are quite right, as every reader of Indian papers knows. But India, and especially Bombay, has still much to teach Hongkong in the matter of plague measures. Let us confine ourselves to Bombay city alone, which has been the greatest sufferer.

1. On the very first appearance of plague in Bombay, in 1896, the Government, or rather the Municipality of Bombay, made the fatal mistake of not acknowledging its existence, and persisted in calling it by all sorts of names other than plague proper.

2. When conviction was brought home to them that it was bubonic plague pure and simple, and nothing else, they actually lost their heads, and established a reign of terror by summarily dragging people to the only hospital for infectious diseases; and the result was that the measures adopted by the Municipality at the first outbreak of the plague were not only fruitless but succeeded only in striking terror into the people's minds and actually driving them mad. So much so that an exodus on a tremendous scale took place, houses, roads, and streets were deserted and desolate, the goods

traffic on the railways came to a standstill, work at the docks stopped; and shipping was thereby adversely affected. But the Municipal authorities heeded these not, and kept up their reign of terror. People openly resisted removal of plague patients to the hospital, and their resistance was only subdued by the help of a strong police.

3. General Gatacre was commencing the troops located in Bombay at the time. He approached Government with a scheme of his own. He proposed opening several plague hospitals in different localities, segregation of plague contacts, house-to-house visitation, option of treatment by hospital doctors or private practitioners; and General Gatacre was successful. Government almost bodily accepted his proposals, appointed what was called "The Plague Committee," with the General himself as Chairman, the Municipality had its authority temporarily suspended and transferred to this Committee, and the Health Officer himself was placed under the orders of the Committee. In this connection it must certainly be acknowledged that Bombay was favoured with professional assistance and advice all the way from Hongkong, the parent, as popular fancy puts it, of this plague of the 19th century, and Dr. Lowson and others were specially deputed to help and advise the authorities there from their previous experience.

But as will be seen later on, instead of Hongkong guiding and advising Bombay in plague matters, it is Bombay that does that turn to Hongkong. General Gatacre was very successful in restoring public confidence and tranquillity and winning over all opposition, and ending his administration a number of private hospitals for the treatment of plague patients were opened in various localities, treatment by the hospital doctor or private practitioner was made optional, inmates of isolated places were segregated in large camps in the various suburbs of the city, and more than that, even people in whose houses no plague had taken place were given every facility to go and reside in segregation camps. The Gatacre Committee thus helped the Municipality and Government, and served the public to the extent of restoring peace and tranquillity, but still all were groping in the dark, as at this moment even, and none knew what the dread scourge was, where it came from, what were its sure and convincing symptoms, what was the remedy, either curative or preventive, what was its duration, what season was most favourable to the virulence or otherwise of the disease, and so forth. The one point and the main point scored by the Gatacre Committee was that people voluntarily went to their respective private hospitals and to the segregation camps and voluntarily gave their houses up for fumigation, disinfection, etc. Among the numerous private hospitals thus opened in Bombay, the Parsees had one of their own. It was placed under the absolute control and supervision of the late Dr. K. N. Bahadurji, a Parsee M.D. of London, who was acknowledged by the profession to be a talented man. It was he who first resorted to the "Lee-choo" remedy.

This learned Doctor treated his patients in his own way, and kept plague patients wholly wrapped in ice-cold linen sheets, and he claimed a certain amount of success, as he showed by figures and statistics from time to time. But still all the medical skill of Bombay could not find out any specific remedy.

4. Then there was the inoculation. M. Haffkine, afterwards created a C.I.E. by the Government of India, a Russian scientist, proclaimed a prophylactic which he had been preparing, testing, improving, and trying on patients, and he succeeded somewhat. But as the public mind of the Press firmly believed and boldly asserted, it was a sin that was a Russian. The Government, and especially the medical profession as represented by the I.M.S., refused to take any notice of the serum or to give any fair trial. But the Press is powerful in these days, and it asserted itself. The *Times of India* of all papers took the lead in severely rating the Government for neglecting this serum. At length Government was awakened to a sense of appreciation. They placed a laboratory at the disposal of M. Haffkine, they gave him all facilities to work quietly and assiduously, and ultimately inoculation was resorted to by people, at first timidly and then cheerfully. The Government and the Press combined in making inoculation popular, but still there was no popular outburst in its favour, although as time went on inoculation found more favour, and the inoculation statistics are very much worth study by the authorities, and especially by the profession.

5. Then there was the Yersin serum, which claimed curative properties. The Government and the Municipality gave it a trial, but it has not been so great as to enable one to come to any definite conclusions as in the case of the Haffkine serum.

6. Besides very many specifics and panaceas were announced by medical men and others. But that prepared by a Hindu, Professor Gujjar, an M.A. of the Bombay University and an expert in matters scientific, is reported to have achieved the greatest success. He has a private laboratory of his own, and it was he who won the Government of Bombay reward of Rs. 5,000 for cleaning and restoring to its original beauty the statue of Her late Majesty the Queen which had been disfigured by some fanatics by painting the head over by a thick layer of tar and rendering it beyond recognition, so that it had to be kept covered up until renovated by this scientist.

7. Side by side with segregation, inoculation, camping-out, people were allowed to treat plague cases in their own houses and by their own doctors, provided, of course, the house answered all the sanitary conditions laid down by the authorities.

8. As the result of the house-to-house visitation many cases were brought to light which might otherwise have remained concealed from the authorities. At first soldiers were employed, but it caused friction and irritation and only resulted in deplorable riots in which two

British soldiers were killed and many others more or less seriously wounded or injured. Soldiers were dispensed with, and volunteers were employed with better and more pacifying results. During these inspections, houses where cases were found and which were under the control of the authorities U. H. H. (unfit for human habitation) and such houses were closed and barricaded and deemed to destruction.

To summarise—
House-to-house visitation with aid of volunteers.

Removal of plague cases to hospitals to be done with as much persuasion as possible.

Patients to have the option of private treatment at private residences by private doctors, provided, of course, the place was fit for the purpose.

Camps to be erected in any and every possible spot available, and to provide people with travelling facilities to reside in those camps in outlying places and come to Victoria to transact business.

Inoculation he resorted to and made popular, proceeding very cautiously and discriminately, because inoculation is not infallible, final, or of universal benefit.

There are the two large questions of the gutters and water supply which deserve careful attention and study and, as here, there is an consensus of opinion that the gutters, as the rats, are the sources of this dire disease, but it is purely a technical matter and the shoemaker should stick to his last. Professor Gujjar, the Hindu scientist above mentioned, attributes all these plague troubles to these "blooming" gutters.

Let the local Government communicate with the Bombay Government, or depute an expert or experts, and they will gather a mass of useful and instructive information which will greatly help them out of the tight position in which they unfortunately find themselves now, because, it cannot be gainsaid, that Hongkong cannot command the professional skill and resources that Bombay can as regards the nature and extent of experience of plague, plague origin, plague measures, plague remedies, either preventive or curative.

A BOMBAYITE. A GERMAN CRITICISM OF THE YANGTZE SITUATION.

The *Ostasiatische Lloyd* of the 14th inst., in an article headed *The German Watch upon the Yangtze*, comments on the remarks made at the annual dinner of the China Association at Shanghai, on Monday, the 10th inst. After saying that it was the British China Association who at all times asserted England's supremacy in the Yangtze Valley, it continues:—
"It was certainly no mere accident that at this dinner no mention was made of 'British Spheres of Interest' in China. An explanation for this can be found in a lengthy article of the *North-China Daily News*, wherein it is remarked:—Only after the massacres took place, only after the Legations were bombarded, did Sir Claude Macdonald's diplomatic acumen awake to the real danger of the situation, and then it was too late—Russia had taken Manchuria, and Germany not only obtained equal privileges with England in the Yangtze Valley, but also made her prestige and power felt in Peking, while the Americans had obtained dominant influences over the colleges and educational institutions of China. In the same spirit was Admiral Seymour's speech at the dinner. He said: 'Great Britain has to-day powerful rivals, who will rob her of her valuable trade. One is Russia, who is not a trading nation, but who with her well-known greed for land will try to undermine our commerce. The second is Germany, a rival to be equally feared as a commercial competitor and as a sea-power. Her fleet is growing daily, so is her commercial importance. With Germany England will have to reckon ere long, and she must take care not to forget the fact. A third rival of Great Britain is the United States of America, who in the last few years have made enormous strides in their advance commercially. The Americans will some day prove to be the most dreaded competitors of England.' The *Ostasiatische Lloyd* continues: 'In face of this the following words of Admiral Seymour gain added significance:—'England has no desire to cut off any power trading in any part of the world, nor does she wish to gain concession of lands for her own sole benefit.' The writer here pleasantly remarks, 'Remembering Great Britain's action in the past, we need not waste space in discussing the correctness or otherwise of the statement made. What England's colonial expansion means to the other Powers has long ago been proved, in fact it is a matter of history. Still we have great satisfaction that a man of Admiral Seymour's standing should have spoken as he did, especially at this moment in Shanghai. It will help greatly towards clearing the situation in the Yangtze Valley, and tend to the joint working of England and Germany, and in promoting their respective commercial interests.'

With great great self-complacency the writer continues, attempting to put forth the reasons which, as he claims, have induced other Powers, and in particular Great Britain, to assume a vastly different attitude than formerly. He says: 'Toward a weak antagonist, Great Britain would never have made the admissions she did. Though the result of the fighting and diplomatic negotiations in the North may not have been as richly productive as one might have expected, there remains no doubt, however, that the energetic action of the German troops in Chihli—and we lay especial stress on this—and the development of Germany as a sea-power on the coast of China and its large rivers, have caused the great alteration in the behaviour of the other Powers towards Germany. Germany who in years gone by was considered a nonentity, whose citizens were charitably permitted to help in the development of the

colonies of other nations, stands to-day far from home, with an equal voice in the Concert of Nations. This is the result of the expedition to China, though it has been devoid of securing victories. No rival of Germany, not even England, dares speak to-day of 'the Sphere of Influence' in the Yangtze Valley as being simply British. Germany has gained here now equal rights, which are publicly acknowledged. For this we have to thank, no doubt, largely the great squadron which His Majesty the Emperor sent to Chinese waters, and especially the fact that for months no nation was in a position to send such a large fleet to back its demands and wishes as the German fleet of armoured-clads."

The rest of the article calls attention to the fact that it is not sufficient for Germany simply to have obtained this foremost position among the Powers, but that it must be maintained. Therefore the writer continues: "We are glad to know that not only is the present garrison at Shanghai to remain, but that it will be increased. Of course this news will not be greeted with gladness by all," the writer satirically remarks. "But Great Britain, France and Japan consider it necessary to continue their garrisons, and can German stand back? Certainly not. She must be ready and armed, she must be able to point to her armed might if she is to take and keep her place among the Council of Nations. To do this, Germany will have to maintain, in those portions of China where she has commercial or political interests to uphold, a large fleet of men-of-war. Therefore we hope that the present strength will not only not be reduced, but again increased, by a large number of the large and also smaller class of gunboats, especially on the Yangtze. Of course our lands forces will give considerable assistance. And we must call it a sign of particular political shrewdness on the part of the German Government that it has taken steps to prevent any closing of the 'Open Door' to the richest and most important part of the Chinese Empire. To do this, and do it satisfactorily, is the arduous and important duty of Germany."

colony of other nations, stands to-day far from home, with an equal voice in the Concert of Nations. This is the result of the expedition to China, though it has been devoid of securing victories. No rival of Germany, not even England, dares speak to-day of 'the Sphere of Influence' in the Yangtze Valley as being simply British. Germany has gained here now equal rights, which are publicly acknowledged. For this we have to thank, no doubt, largely the great squadron which His Majesty the Emperor sent to Chinese waters, and especially the fact that for months no nation was in a position to send such a large fleet to back its demands and wishes as the German fleet of armoured-clads."

The rest of the article calls attention to the fact that it is not sufficient for Germany simply to have obtained this foremost position among the Powers, but that it must be maintained. Therefore the writer continues: "We are glad to know that not only is the present garrison at Shanghai to remain, but that it will be increased. Of course this news will not be greeted with gladness by all," the writer satirically remarks. "But Great Britain, France and Japan consider it necessary to continue their garrisons, and can German stand back? Certainly not. She must be ready and armed, she must be able to point to her armed might if she is to take and keep her place among the Council of Nations. To do this, Germany will have to maintain, in those portions of China where she has commercial or political interests to uphold, a large fleet of men-of-war. Therefore we hope that the present strength will not only not be reduced, but again increased, by a large number of the large and also smaller class of gunboats, especially on the Yangtze. Of course our lands forces will give considerable assistance. And we must call it a sign of particular political shrewdness on the part of the German Government that it has taken steps to prevent any closing of the 'Open Door' to the richest and most important part of the Chinese Empire. To do this, and do it satisfactorily, is the arduous and important duty of Germany."

FORTHCOMING GYMKHANA MEETING.

The following is the programme of the first Gymkhana meeting of the 1901 season, to be held at the Happy Valley on Saturday, 29th June, weather permitting.
1. 4.30 p.m. One mile handicap for all waters. Four to start or no race. Entrance \$3.00. 1st prize presented. 2nd prize \$20.00.
2. 4.45 p.m. Ladies' Nomination Despatch Race.—Entrance \$1.00. Prizes from Gymkhana Fund. A receives a despatch, runs 100 yards and hands it to B. B. mounts his pony and rides halfway round the course, dismounts and gets on bicycle on which he rides to a point 100 yards from winning post, hands despatch to lady seated in ricksha who is dragged in by A. B. pushing behind. Match allowed. Competitors provide their own rickshas.
3. 5.15 p.m. Steeplechase.—For all ponies 14.2 and under. Over the Steeplechase Course. Catch Weights over 11st. 7lbs. Entrance \$2.00. 1st Prize presented. 2nd prize, \$20.00.
4. 5.30 p.m. Polo Scurry.—From the Band, in 4. For certified polo players. Catch weights over 11st. 7lbs. To be run in heats without dismounting. Entrance, \$2. Two prizes from the Gymkhana Fund.
5. 5.45 p.m. 1 mile Race.—For all ponies 14.2 and under. Weight for inches as per scale of 1901 Race Meeting. Entrance \$3. 1st prize presented. 2nd prize \$20.
6. 6.00 p.m. Chair Race.—For Soldiers and Sailors in Costume. Four men to a chair. 1st prize, \$20. 2nd prize, \$10. Extra prize of \$5 for best turn-out. Competitors provide their own chairs. Occupant of chair to scale \$5.
Entries close to the Hon. Secretary at the Hongkong Club, 6 p.m., Monday, June 24th, and the entrance fee must be sent at the same time, or the entrance cannot be received.

ADMIRE AND IMITATE—RUSSIA!

This is a chief point in Captain R. P. Cobbold's story in the *Window of his travels* through the Thian Shan, in innermost Asia. He was hospitably received at Akhshi, the first Russian post on the road. His host invited him of his intention to arrange for the making of a postal road from Akhshi, which would cost his Government nothing, as the Kirghiz would all gladly subscribe according to their means, from one to one hundred roubles. The writer proceeds:—

One is struck by this example—I could enumerate many others—of the good use the Russians make of the people who come under their rule; everywhere I have been the natives of the country seem prosperous and well contented, and the idea that some people seem to have, that the Russians treat their people harshly and are disliked, is an entire delusion. I should say that the various Asiatic nations under Russian influence like their masters a great deal better than our frontier tribes like us, but they also know they can take no liberties. This result has been mainly brought about from the fact that the Russians do not favour the policy of sending expeditions merely to devastate the district and then depart again. Where they go they stop, and this is the way to deal with Asiatic people. Since they have occupied the vast tracts of Turkistan, Persia, and Bokhara, I think I am right in saying that they have never had any trouble whatever with the people, and consequently are able to devote their attention to the opening up of railways and roads in all directions.

SOMETHING BETTER THAN PENAL RAIDS.
Might it not be worth the attention of our Government to adopt a similar policy, and station troops in chosen positions throughout the length of our frontier, and then run some light railways from the plains to connect the garrisons with the base, instead of leaving detachments exposed to the mercy of hordes of fanatics, as they have recently done on the Samana? If this plan were adopted we should avoid these ever-recurring and costly expeditions. A certain set of people in England, who have probably never set foot in India, and certainly not travelled on and beyond the frontier, rail against the expense of the forward policy, but it is the backward policy, or, rather, the "burn village, levy fine, and withdraw" policy, that Asiatic tribes do not understand, and regard only as the sign of weakness that it really is.

As for the expense, to occupy the frontier with suitable positions, to run some light railways into the hills (Lord Kitchener can do it), and to disarm the tribes, would not have cost in the first instance anything like the sums which are spent year after year in frontier expeditions

LATE TELEGRAMS.

NEWS VIA RANGOON.

THE WAR IN SOUTH AFRICA.

London, 3rd June.

BINDON BLOOD'S METHODS.
The *Times*, in a letter from its Correspondent in Eastern Transvaal, says General Sir Bindon Blood's manner of clearing the country is far more thorough than any previous method that was adopted and has proved the necessity of pursuing the Boers slowly with numerous independent columns instead of hurrying.

A CAPTURE.
Commandant Malan, General Joubert's son-in-law, has been captured near Pretoria.

RINDERPEST IN BASUTOLAND.
There is much excitement in Basutoland on account of rinderpest breaking out. The strongest precautions are being taken and all communications with the Orange Colony are prohibited.

Simla, 3rd June.

THE BOER PRISONERS.
Instructions have been issued for arrangements to be made for the removal to the hills of any debilitated or sick Boer prisoners who may be recommended by Medical Boards for a change of climate. Alternative locations also are being selected to which the prisoners new occupying camps at Ahmednagar, Bellary and Trichinopoly may be removed in the event of an epidemic disease breaking out, or any of these stations proving generally unhealthy.

London, 4th June.

"GAZETTE" NEWS.
The *Gazette* announces that General Clery is placed on half-pay.

Major Masterson, of the Devonshire Regiment, has been awarded the Victoria Cross for gallantry at Wagon Hill on 6th January 1900.

Simla, 4th June.

LATEST CASUALTIES.
The following casualties are reported from South Africa: 23rd May, slightly wounded, Lieutenant Partridge, 3rd Dragoons, and 2nd Lieutenant R. Woodhouse, Imperial Yeomanry.

24th May: severely wounded, Major Valentine; 2nd Somerset Light Infantry.

25th May: killed, Lieutenant Moore, 1st Royal Munster Fusiliers; severely wounded, Lieutenant W. Stockbridge, 5th Victorians.

26th May: slightly wounded, 2nd Lieutenant Helme, 2nd North Lancashire.

28th May: severely wounded, Lieutenant Mitford, 1st Gordon Highlanders.

29th May: killed, Captain Armstrong, and Lieutenants Noke and Campbell, all of the 7th Imperial Yeomanry.

30th May: killed, Lieutenant J. P. Macdonough, R. F. A.; dangerously wounded, since dead, Lieutenant F. B. Smith, 23rd Company Imperial Yeomanry.

London, 5th June.

BRavery OF THE DERBYSHIRES.
Unofficial accounts of Dixon's fight state that his force was marching in column when he was attacked, and that the Derbyshires charged with bayonets, losing heavily but recapturing the guns.

NO MORE CAVALRY WANTED.

Government has declined Canada's offer of another Cavalry Corps for South Africa, considering it unnecessary in view of the number of troops in the field.

THE FAR EAST.

London, 3rd June.

THE DISTURBANCE AT TIENTSIN.
Reuter wires from Tientsin that five of the Welsh Fusiliers who were acting as police and prevented some French soldiers from breaking into a house on Sunday evening, were attacked with bayonets and bricks, and thereupon fired in the air. The Germans went to the assistance of the French, making over 200. Finally the Fusiliers fired on their assailants, killing one Frenchman and wounding eight Frenchmen and Germans. Four Fusiliers and one Japanese were wounded.

London, 4th June.

A GERMAN VERSION.
The German version of the affair at Tientsin says that the German police guard supported the British, though the French were aided by a few Germans and Japanese.

ITALIAN TRIBUTE TO INDIAN TROOPS.
The Italian Colonel Garioni, in reporting on the operations in China, expresses the highest admiration for the Indian Cavalry squadrons of which there were often several attached to his troops; he says they are the finest and bravest riders he ever saw.

Calcutta, 4th June.

TRANSPORT ARRANGEMENTS.
Besides the nine transports already engaged to bring back the Indian Contingent from China, the following vessels have been engaged in Calcutta by the Royal Indian Marine authorities in consultation with the Military authorities: The *Lolyora*, the *Muttra*, the *Putianand* and the *Nurani*. Three of these belong to the British India Steam Navigation Company and the fourth to the Asiatic Steam Navigation Company. All four steamers will have to be fitted up for transport work under the supervision of Captain Wilson, Royal Indian Marine. It is expected that at least two of the transports will be ready to leave Calcutta for Hongkong by next week.

GENERAL NEWS.

MOT AT SHOENCLIFFE.

London, 3rd June.

A party of riotous Dublin Fusiliers at Shorncliffe Camp, Kent, yesterday resisted with bayonet and ball cartridge the Guards who were attempting to arrest them, and two of the Guards were bayoneted. Ten of the Dubliners were arrested.

VOLUNTEER NEWS.

London, 3rd June.

The Volunteer Returns for 1900 show an increase as compared with those of 1899, and the efficiencies have increased to 46,000.

ELECTION NEWS.

London, 3rd June.

The *Times* admits that the figures of the Suffolk Walden election are disappointing, and says it is idle to disguise the fact that there is much increasing discontent among the Unionists, and particularly among the old Conservative section, owing to the want of energy and firmness on the part of Government.

THE ROYAL TOUR.

London, 3rd June.

The Duke and Duchess of Cornwall to-day concluded their official engagements at Sydney. A visit was paid to the Young People's Industrial Exhibition. The ships in harbour, including the Russian war-vessel *Gromoboi*, fired salutes on the Duke's birthday.

THE PLAGUE.

London, 3rd June.

Two plague cases have taken place at Zagazig and one at Miniet close to Cairo.

THE SHOENCLIFFE PRICES.

London, 4th June.

The affair at Shorncliffe Camp originated in a fight between the Dublin Fusiliers and the West Kent's arising from some old feud. The

official enquiry into the affair which has been opened minimises its gravity and says only one Dublin Fusilier fired ball cartridge.

DISASTER TO AMERICAN CUP DEFENDER.

London, 4th June.

The American yacht *Constitution* broke her mainmast to-day in a trial spin off Bristol, Rhode Island. The whole of her rigging collapsed like the *Shamrock*.

THE PLAGUE IN INDIA.

Simple, 5th June.

A large increase from 216 to 689 is reported in to-day's weekly plague returns for the Punjab. The districts now affected are Sialkot, Gurdaspur, Jalandhar, Hoshiarpur, and Umballa and also Patiala State, but the increase is more nominal than real, the great majority of the deaths returned this week having in fact occurred last month. Elsewhere the plague mortality continues steadily to decline, the total number of deaths in the whole of India, excluding the Punjab, having been only 969 last week against 1,179 in the previous seven days.

Calcutta, 5th June.

The Calcutta Corporation propose to ask the Government sanction for raising two further loans, one of five lakhs for plague expenditure, bearing interest at four per cent. repayable in ten years, the other of twenty-five lakhs for city improvements, same interest repayable in thirty years.

FRENCH INTENTIONS RE HAINAN.

A private dispatch from Canton to a Chinese official reading here, says the *N.C. Daily News*, gives gloomy predictions as to the fact of Hainan Island, better known to Chinese as the prefecture of Kiangchow, which the dispatch states may fall into the hands of the French unless strong opposition be made against the intended encroachment. In the latter portion of December last the French official in the South sent a dispatch to the acting Viceroy at Canton embodying certain hints, as to what the French government's intentions were concerning Hainan Island. It has now transpired that this acting Viceroy gave a somewhat confused reply to the French dispatch which might be construed in various ways according as the receivers wished to take it. This naturally encouraged the French naval authorities, who have ever since, it is alleged, by deputies sent to enquire, been making preparations to acquire Hainan Island, which will give them the command of the strip of sea route between Pakhoi and the Tong-king coast, as well as make the French dominant Power on the Kuangtung coast line, especially with Kuangchowwan on the said coast in their hands. It is now stated that having made their necessary preparations the French recently notified the substantive Viceroy of the Two Kwang provinces of their intentions, but received in reply an absolute refusal to sanction anything of the sort. An international appeal will probably be made against any attempt that may be made on Hainan Island or any port or thereof by any foreign nationality.

LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer *Hitachi Maru* (European Line) left Kobe via Moji for this port on the 19th inst., and is expected to arrive here on the 26th inst.

The steamer *Catherine Apear*, from Calcutta, left Singapore for this port on the 20th inst. p.m.

TRADE MARK.

WHISKIES.

IRISH.

DUNVILLE'S V. R. ... 15.00

Do. "Special Liqueur" ... 12.00

SCOTCH.

F.O.S., Very old liqueur ... 15.00

CLUB ... 12.00

SPECIAL SELECTED ... 11.00

CHOICE OLD HIGHLAND ... 8.00

GLENLIVET ... 7.00

HIGHLAND NECTAR ... 16.00

D. C. L. ... 13.00

EWINGLAND CLUB ... 10.00

DRAWN'S White Label ... 18.00

Do. EXTRA SPECIAL ... 14.00

Do. SPECIAL ... 12.00

P. D. C. ... 13.00

TEACHEE'S "Highland" (reum) ... 12.00

D. G. Dump bottles ... 9.00

PEAK BLEND DO. ... 8.00

AMERICAN.

FINE OLD BOURBON ... \$18.00

CANADIAN RYE ... 15.00

N.B.—We hold a large stock of Whiskies in Wood, samples of which will be forwarded on application.

H. PRICE & CO.

12, QUEEN'S ROAD.

Hongkong, 15th May, 1901. [816]

IRON FRAMED

NEW PIANOS

GUARANTEED FOR CLIMATE.

\$370 CASH

OR MONTHLY PAYMENTS.

ROBINSON PIANO CO., LD.

Hongkong, 20th May, 1901. [1232]

IMPORTANT.

WE have just received a New and Large Stock of PROVISIONS, including BOYRIL, BOTTLED FRUITS, TINNED FRUITS and Varieties of SYRUPS and LEMON SQUASH and CORDIALS for cooling and refreshing purposes in the hot season.

Also our Special WHISKY, best PORT WINES, OLD TOM, GINS, and refreshing BEER.

JEEJEEBOY & CO.

19c, Hollywood Road.

Hongkong, 17th June, 1901. [1520]

INTIMATIONS. CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWER IN THE WORLD. PRICE OF 12-BORE CARTRIDGES:—
Loaded with Powder only. With Powder Powder only. And 1 oz. of Shot.

Primrose Cases ... \$5.85 ... \$7.40
Pegamoid Cases ... 6.25 ... 8.00
Ejector Brass Cases, 6.90 ... 8.65
5 per cent. discount on orders of 1,000 and over.

NEW ADVERTISEMENTS

HONGKONG VOLUNTEER CORPS.
By kind permission of Lieutenant-Colonel Sir J. W. Carrington, C.M.G., Commandant, Hongkong Volunteer Corps, a PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND, on WEDNESDAY, July 3rd, in aid of the Corps Band Fund.
Admission 2/-; Naval and Military in uniform half-price.
C. G. PRITCHARD, Captain, R.G.A., Adjutant, Hongkong Volunteer Corps, Hongkong, 21st June, 1901. [1555]

DISTRIBUTION OF PROCEEDS OF SALVAGE OF S.S. "HAINAN."

ALL those Companies and/or Firms interested in the Cargo of the S.S. "HAINAN," are requested, if they have not already been in communication with the undersigned, to send in the amount of their lines by the above-named steamer to the undersigned on or before FRIDAY, the 5th of July, 1901.
The undersigned will not acknowledge any Claims sent in after that date.
SIEMSEN & CO., Agents.

UNION OF HAMBURG UNDERWRITERS.

Insurers of Hull and Machinery of S.S. "HAINAN." Hongkong, 21st June, 1901. [1556]

H. F. CARMICHAEL
CONSULTING ENGINEER,
SURVEYOR AND
CONTRACTOR.

QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG. A B C Code, 4th Edition. A 1 Code. Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 21st June, 1901. [1554]

THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that FRED. BORNEMANN has on the 4th day of MAY, 1901, applied for the Registration in Hongkong, in the REGISTER OF TRADE MARKS, of the following TRADE MARKS:—

- A Representation of a Chinese temple with three figures and two elephants.
- Four Chinese boys with flower pots.
- A Chinese man sitting on a pot.
- Two representations of an Ichthyosaurus.
- A lotus flower growing in a pool of water.
- A Chinese man and his wife sitting at a table.
- A girl on a tight rope with a bottle and glasses.
- Representation of a fish with four boys.
- The representation of a girl supposed to be dreaming.
- The words "Good Luck."

In the name of FRED. BORNEMANN who claims to be the Proprietor thereof. The TRADE MARKS have been used by the applicant in some cases and in others are intended to be used by the applicant, forthwith, in respect of the following goods:—

- Colours in Class 1, cloths and stuffs of wool, worsted and hair in Class 34.
- Colours in Class 1, and crimp cloths, Harwards, Oxford, cotton, drills, sheetings, shirting, Italians, repps, broadcloths in Class 24, and cloths of wool, blankets, broadcloth stripes in Class 34.
- Lama builds in Class 35, socks in Class 35, cloths of wool and stripes in Class 34.
- Cotton thread in Class 23, ironwires in Class 5, knives, files, saws in Class 12, sewing machines in Class 6, needles and shears in Class 13 and lama builds in Class 35.
- The same as (b) excepting colours.
- Shirting, Italians, repps, broadcloths in Class 24, cloths of wool, blankets, broadcloth and stripes in Class 34.
- Beer and whiskey in Class 43.
- Metal lamps in Class 13, glass in Class 15.
- Same as (b) except colours and lama builds.
- Shirting, Italians, repps, broadcloths in Class 24, and woollen cloths, blankets, broadcloth and stripes in Class 34.

Facsimiles of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 20th day of June, 1901.

DENNIS & BOWLEY,
Solicitors for the Applicant.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship
"LYEEMOON,"
Captain Th. Lehmann, will be despatched for the above port TO-MORROW, the 22nd inst., at 3 P.M., instead of as previously notified.
This steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO., Agents.

Hongkong, 21st June, 1901. [1557]

THE HONGKONG WEEKLY PRESS will be ready to-morrow, and will contain:—
Leading Articles:—
After the Allied Occupation.
Blue Book, China No. 5.
The Chamber of Commerce and the Government.
The Threatened Coolie Strike.
Japan's Foreign Trade in 1901.
The Crisis: Telegrams.
Hongkong General Chamber of Commerce.
The Plague.
Collapse of a House.
Interesting Race Round the World.
Admiral Seymour's Speech at Shanghai.
Canton.
Manila.
Northern Notes.
Benefit Performances by the R.E. Variety Club.
Correspondence.
Supreme Court.
Hongkong and Port News.
Subscription, \$12 per Annum, payable in advance; postage, 30 cents each (cash).
Extra copies 30 cents each (cash).
Copies can be posted from the Office to address sent; including postage, 34 cents each, or \$1 for three copies (cash).
Hongkong, 21st June, 1901.

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship
"HAITAN,"
Captain Beach, will be despatched for the above ports TO-MORROW, the 22nd inst., at 3 P.M.

For Freight or Passage, apply to
DOUGLAS LAPEATK & CO.,
General Managers.
Hongkong, 21st June, 1901. [1558]

NOTICE TO CONSIGNEES.

S.S. "HEATHBURN"
FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st July, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 1st July, or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st July, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 20th June, 1901. [1559]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship
"HYSON,"
having arrived from the above port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 21st June, 1901. [1561]

PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held in the Office of the General Managers, on THURSDAY, the 27th JUNE, at 4 o'clock, for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st May, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to 27th instant, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 11th June, 1901. [1439]

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWELFTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Office, No. 4, Queen's Buildings, on SATURDAY, the 6th JUNE, at 12.15 P.M., for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 30th April, 1901, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd inst. to the 6th prox., both days inclusive.

By Order of the Board of Directors.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 20th June, 1901. [1547]

THE NEED

OF

MUNICIPAL FREEDOM

IN

HONGKONG.

BY

"SCRUTATOR."

With Leading Articles and Correspondence thereon Reprinted from the "HONGKONG DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy or Six Copies for \$1.

On Sale at Local Newsagents and H. RUTTORRE'S Kowloon Store.

Hongkong, 30th May, 1901. [1383]

FOR SALE, at the PRANK, several Desirable Residences. Well Situated, and Let to Good Tenants.

For Particulars, apply to
R. C. WILCOX,
8, Beaconsfield Arcade.
Hongkong, 22nd May, 1901. [1369]

SIEN TING.

SURGEON DENTIST.
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, 23rd September, 1891. [332]

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th January, 1901. [339]

TO LET.

HOUSE in RYON TERRACE.

HOUSES at LEIGHTON HILL.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd May, 1901. [166]

TO LET.

POSSESSION APRIL 1st.

NO. 1, STEWART TERRACE.

Apply to—
J. W. NOBLE.
Hongkong, 6th March, 1901. [1681]

TO LET.

CRINGLEFORD, ROBINSON ROAD, and THE CASTLE, CASTLE ROAD.

Apply to—
LINDSEY & DAVIS.
Hongkong, 19th June, 1901. [1538]

TO LET.

IMMEDIATE POSSESSION, ONE LARGE GODOWN, No. 85, PRATA EAST.

Apply to—
I. P. MADAR,
Victoria Hotel.
Hongkong, 8th June, 1901. [1450]

TO LET.

NO. 2, QUEEN'S GARDENS, till 15th August, 1901, FURNISHED.

Apply to—
S. J. DAVID & CO.
Hongkong, 8th June, 1901. [1451]

TO LET.

(From 1st April next).

TWO SPACIOUS GODOWNS, with Upper Floors for Dry Goods, Nos. 1 and 2, facing the Sea, and Situated at BELCHER'S BAY on M. Lot 243.

Apply to—
JOSEPH & CO.,
J. Duddell Street.
Hongkong, 26th March, 1901. [1605]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"
21, CAINE L'CAD.
Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,
"VERITAS,"
BRANCH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [73]

NOTICES OF FIRMS

NOTICE.

THE Business of TAVARES, ROZARIO & CO. will in future be carried on under the name of TAVARES & CO. HANG TAI YONG HONG.

Mr. V. A. ROZARIO having retired from our Firm, his Interest and Responsibility CEASED from this Day.

F. M. PLACE TAVARES,
L. G. PLACE TAVARES.
Canton, 15th June, 1901. [1518]

NOTICE.

MY INTEREST AND RESPONSIBILITY in the Firm of TAVARES, ROZARIO & CO. having CEASED, I shall from this Day carry on the Business of MERCHANT & COMMISSION AGENT under the Style or Name of "V. A. ROZARIO & CO."

V. A. ROZARIO.
Canton, 15th June, 1901. [1519]

A. S. WATSON & CO., LIMITED.

DURING the Absence of Mr. A. H. MANCILL, the Company's Secretary, from the Colony, Mr. J. A. TARRANT is Authorised to Sign "For SECRETARY."

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 13th June, 1901. [1487]

NOTICE.

MR. A. J. ATTARI will leave this Colony shortly, and the Business of my Firm will be from this date and hereafter carried on by Mr. SHAPOORJEE H. COMMISSARATALLA, who is Authorised to Sign for me and in my name from this date.

A. ESMALJEE.
Hongkong, 19th June, 1901. [1546]

BAILEY & MURPHY.

CONSULTING ENGINEERS AND SURVEYORS.

60 & 63, DES VŒUX ROAD.

Telephone No. 137. Telegrams "Contract."

W. S. BAILEY, M.I. MECH. E.
E. O. MURPHY, M.I. MECH. E.
Hongkong, 4th January, 1901. [13]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal).

LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1895. [1271]

CANDIDATES for POLICE in NAVAL YARD REQUIRED. Must be of Good Character and British Birth, between 25 and 35 years of age.

Apply with Papers to—
COMMANDER,
H. M. Naval Yard.
Hongkong, 25th April, 1901. [1106]

INSURANCES

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPEATK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [132]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.

CAPITAL.....\$410,000.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. M. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [185]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 23rd May, 1895. [31]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELL.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [14]

"L'UNION"

FIRE INSURANCE COMPANY, LD.
(Established 1828).

The Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.
Hongkong, 1st August, 1900. [2794]

"L'URBAINE"

FIRE INSURANCE COMPANY, LD.
(Established 1833).

The Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.,
Agents.
Hongkong, 7th February, 1901. [439]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [30]

SALAMANDER FIRE INSURANCE COMPANY.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.,
Agents.
Hongkong, 2nd April, 1900. [33]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899 \$14,409,088.

I. AUTHORIZED CAPITAL.....\$3,000,000 0 0

SUBSCRIBED CAPITAL.....2,750,000 0 0

PAID-UP CAPITAL.....687,500 0 0

II. FIRE FUNDS.....2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 22nd June, 1900. [1372]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [29]

FOR SALE.

RURAL BUILDING LOT 103, BARBERS ROAD.

Apply to—
HUMPHREYS ESTATE AND FINANCE CO. LIMITED.

Hongkong, 31st January, 1901.

CARTRIDGES! CARTRIDGES!

JUST LANDED A NEW STOCK OF ELEY'S AND KYNOC'S SPORTING CARTRIDGES and NEWCASTLE CHILLED SHOT.

20 BORE CARTRIDGES.

10 " "

12 " "

10 " "

8 " "

W. M. SCHMIDT & CO.,
Gunsmiths.
Hongkong, 3rd January, 1901. [1213]

DAVID CORSAE & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.,
Sole Agents.

BANKS.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

CAPITAL, FULLY PAID-UP.....\$1,000,000

RESERVE FUNDS.....125,000

Directors:
J. S. VAN BUREN, Esq.
C. E. WENNS, Esq.
C. S. SHARP, Esq.
H. W. SLADE, Esq.
HO TUNG, Esq.

General Manager:
Messrs. JOHN D. HUMPHREYS & SON.

HONGKONG
BUSINESS DIRECTORY.

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The only office in China having European
taught workmen. Equal to Home Work.

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Contractor: 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aera-
tized Waters, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories.
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

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A FONG.
The largest and most complete Studio in
Hongkong. Established 1850. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc. Devel-
opment Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8A, Queen's
Road Central.

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STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

MORE & SEIMUND.
43 and 45, Des Voeux Road, Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission ("Grey-
hound Brand") and Blundell,
Spence & Co.'s Commission.

TAILORS

H. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curry Store.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos."
Importer of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

EYE-SIGHT.

MR. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
(R. HAUGHTON & CO.)
(Nearly opposite the Hongkong Hotel).
Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases
affecting those advancing in life occur to
those having some deficiency in the construction
of the eyes—the many years of 'Eye Strain'
ending in serious forms of disease. Glasses
specially adapted in youth to those requiring
them save and preserve the sight.

Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTA-
CLES only after testing the sight.

ADVICE FREE.

B. J. BARLOW,
CONSULTING ENGINEER, SURVEYOR
AND CONTRACTOR.

PLANS and Specifications Supplied for any
Class of Engineering Work. Marine
Work a Speciality; Designs prepared for
Small Coast Steamers, Light Draught Vessels,
Dredgers, Tug-Boats, Launches and Barges
of any Class or for Special Requirements.
New and Repair Work Supervised. Contractor
for the Supply and Erection of any type of
Machinery.

Telegrams "BARLOW," Hongkong.
Telephone, No. 74.
P. O. Box, No. 110.
OFFICE:—9, QUEEN'S ROAD CENTRAL.
B. J. BARLOW.
Hongkong, 12th June, 1901.

SCIENTIFIC MISCELLANY.

A NEW CELLULOSE—FLOWERS IN THE DARK
—TROPICAL METEOROLOGY IN THE UNITED
STATES—AN ORIGINAL GAS BATTERY—BIRD-
SONG—BARK AND STONES AS FOOD—LIGHT
IN DISEASE—CANADA'S UNKNOWN REGION—
COLOURS OF SEEDS.

Cotton goods and vegetable fibres generally
are transformed into a parchment-like material
by a newly patented Austrian process. The
fabric is treated with sodium lyso not exceeding
25 per cent. in strength, and is then hung up
in an atmosphere of carbon sulphide vapour for
three days. A yellowish-brown translucent
material results. This is rinsed, dried, loosened
from the plates, and further dried at 100 deg.
C., after which it may be rendered pliable
again by immersion for several hours in 5
per cent. acetic acid. The finished product
becomes malleable at 100 deg. C., so that pat-
terns may be pressed upon it by plates or
rollers. It may be bleached or dyed, and serves
admirably in the place of celluloid, parchment,
gutta percha or caoutchouc.

The influence of darkness on flowers has been
a subject of experiment by M. L. Beaulieu.
The flowers opened later than in sunlight, and
the colour was generally less intense, the loss of
colour being slight in some species but almost
complete in others. The flowers are usually
smaller in size and weight. The petals,
however, sometimes increase in darkness, and
in some rare cases the gain of the peduncles
counterbalances the loss in the rest of the plant.

An interesting meteorological station is that
of Mammoth Tank, on the line of the Southern
Pacific Railway, in San Diego County, Cal.
The mean annual rainfall for 23 years has
been 1.81 inches; minimum temperature, 130
deg., on August 17th, 1878; hottest month,
July, with a mean of 98.5 deg.

The fishes of America north of the Isthmus
of Panama, as listed by Jordan and Evermann,
embrace 3 classes, 30 orders, 225 families, 1,113
genera, 335 sub-genera, 3,263 species, and 133
sub-species.

Glass splinters to give brilliancy to candy is
one of the most diabolical adulterations yet
discovered.

The novel gas battery of Andrew Piecher, a
German electrician, consists of a series of
porous chambers, from clay or plaster mixed
with a solution of chloride of platinum. The
baking of these vessels frees the platinum in a
finely divided state, and the action of the
battery is due to the combination of oxygen
and hydrogen through the presence of this
finely divided platinum. Conducting wires
arranged over the inside of the chambers lead
to a common terminal, a like system of wires
outside being connected to the opposite ter-
minal. Hydrogen is admitted at one side of
the series of chambers, the oxygen being sup-
plied by the air outside, and the common base of
the apparatus is arranged to conduct away the
water formed. No electrolyte is needed.
Platinum may be used instead of platinum, as
it has the same property of causing the com-
bination of gases, and other gases besides
hydrogen and oxygen may be made to generate
electric current.

While the singing birds of temperate climates
are numerous, being estimated at ten per cent.
of the species known to Europe, the tropics
have not one tuneful species to a thousand. M.
Henri Coupin compares the gorgeous tropical
birds to talented actresses who depend upon
rich toilets for success. It is a striking fact
that bird-song, simple as it is, cannot be
imitated by any known instrument, the reason,
having been shown by M. F. Lescuyer to be
that, although the notes of birds correspond
to those of our musical scale, yet they also
include a number of occupying intervals be-
tween our notes. The duration vibrations of the song
of birds is brief. In the thrush and chaffinch it
lasts only two to three seconds, in the blackcap
from four to five seconds, and from two to five
minutes in the lark.

In seasons of drouth, the natives of India
seek to delay hunger by giving bulk to their
food in unusual ways. The ground bark of
the kherja tree is safely added to flour in the
proportion of 1 to 20; and a ground stone of
Jalpur, containing a somewhat nutritious oily
substance, may be used to the extent of 1 part
in 4. These materials impair digestion when
taken in excess.

A "life-saving cabin," that detaches itself
from a sinking ship and is itself completely
equipped for navigating the ocean, is the
ingenious idea of a British sea-captain.

In the development of phototherapy, two
forms have come to be recognised—positive and
negative. The chemical rays of sunlight often
irritate the skin, as in sunstroke; and by screen-
ing off such irritating rays by the use of red
screens, the eruptions in small-pox and measles
have been greatly reduced in the few experi-
ments made. In other cases, the chemical rays
—which are those from beyond visibility at the
violet end of the spectrum—act powerfully in
destroying microbes. Prof. Finsen of Copen-
hagen, concentrates the chemical rays by yellow
glass globes, or lenses, and filters off the heat
rays by water contained in the lenses, and thus
produces such effect upon the skin that
practically all cases of lupus treated have been
cured. At the Copenhagen hospital, the electric
arc is used as a more convenient source of the
curative rays than sunlight. The eyes and
healthy skin of the patient are carefully shield-
ed, and the nurse focuses the active rays on the
diseased spot.

With a total area of 3,450,257 square miles,
Canada is found to have more than 1,250,000
square miles of unexplored lands. The largest
district is the interior of Labrador, comprising

289,000 square miles, or more than twice the
area of Great Britain and Ireland. A barren
region between Hudson Bay and Great Slave
Lake embraces 179,000 square miles. Between
the Pelly and Mackenzie Rivers is another large
tract of 100,000 square miles, including nearly
600 miles of the main Rocky Mountain range.
Nearest to large centres of population is a tract
of 35,000 square miles south and east of James
Bay.

Grains of the same plant differ much in
colour, and M. Hoeddeke has been trying to
show a corresponding variation in germination.
Comparing green and yellow rye, he has found
quicker germination in the former, whose
plants, however, seem to have smaller develop-
ment and to form their grains later.

A boat carrying six persons has been towed
on the Moselle by a Malay kite 51 feet long.
Headway was made against a somewhat rapid
current, and the traction could have been in-
creased by adding more kites.

THE COST OF WAR.

From the day when Achilles fasted three
days and nights over the body of Patroclus
slain in the ten years' siege before the stout
wall of Troy, have we learned of war's sorrows.
The Duke of Wellington went like a child
when he surveyed the bloody, hard-won field of
Waterloo. Methuen, it is said, broke down at
the ghastly sight of Magerfontein, and returned
to his tent that the men might not witness his
grief.

"Who dead is must be buried," says Homer,
and, we might add, "who ill is must die."
So thought Private John Smith, living now at
19, South Uxbridge Street, Barton-on-Trent.
The *Aurora* steamed out to the Cape on
December 27th, 1899, with this soldier aboard
her (that was before she steamed back with the
gallant C.I.V.s.) and in telling me of his trials,
on August 29th, 1900, Private Smith says that
that part of his duty was pleasant enough.

"Shortly after Earl Roberts' famous march
into Kransdorp, we were stationed between that
town and Jacobsdal to guard the line of com-
munication. Towards the end of April, I was
laid low with that fell disease enteric fever.
There were hundreds of men down with it.
It has laid low more men than all the shot and
shell that was ever fired by Boer Artillery. For
several weeks I was in the fever hospital. My
stomach was converted into a manufactory of
torturing pains, and I grew as weak and help-
less as a newborn babe.

"I was for days unconscious, but gradually
recovered sufficiently to be invalided home."
Yet the suffering of Private Smith was not
over. "I went aboard the Hospital Ship *Nenech*
in June," he says, "and shortly afterwards
sailed for home. During my short stay in
South Africa, I lost over 20 lbs. in weight.
Nothing that I took relieved the constant vom-
it, or increased my strength."

"After," he says, "I had been home a few
days, my brother, who is an engineer on the
Midland Railway—not of an armoured
train—advised me to try Mother Seigel's Syrup.
I got a bottle. I found it was doing me good.
The vomiting ceased, and I was able to enjoy
all kinds of food. My appetite is now enormous."
"Altogether I have taken four bottles of
Mother Seigel's Syrup, and gladly give you
permission to use and publish my statement.
This Syrup is a fine tonic and a great medicine
for the stomach. I can especially recommend
it to soldiers returning from South Africa in
feeble health."

Wellington knew the bitter cost of war in
1815.

Methuen in 1899 and 1900.

And the hero of this narrative in 1900, too.
His was a personal cost. "Green vomit,"
Charles Roode writes, "laid her sickly hand on
him."

A broken man.—Until the kindly offices of
Seigel's Curative Syrup put him on the step-
ping-stone of "first wealth," which is health.

MESS.

A GENTLEMAN WANTS to join a
FIRST CLASS MESS.
Please apply with all particulars to—
1001.

Care of Daily Press Office,
Hongkong, 20th June, 1901. [1531]

PEAK CLUB

THE BAND OF THE SECOND BATTAL-
ION ROYAL WELSH Fusiliers
will play on SATURDAY, the 29th inst.,
instead of SATURDAY, the 22nd inst., as
previously notified.

OSWALD D. THOMSON,
Hon. Secretary. [1545]
Hongkong, 20th June, 1901.

TUITION.

A YOUNG ENGLISH LADY desires to
give Elementary and Progressive
LESSONS in VIOLIN and PIANO. Inter-
esting Pupils can apply by letter to—
"T."

Care of Daily Press Office,
Hongkong, 19th June, 1901. [1540]

YEE SANG & CO.

COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIP-
TION OF COAL.
Address—Care of Messrs. Kwong Sang & Co.
No. 144, DES VOEUX ROAD. [583]

THE HONGKONG RIFLE ASSOCIATION.

MEMBERS are hereby notified that the
Range is CLOSED at present, and will
not be re-opened before of this month.
ALEX. MACKENZIE,
Hon. Secretary.
Hongkong, 15th June, 1901. [91]

1901 1901 1901

MAIL TABLES.

THE Card published at the Daily Press Office
Contains—
English Mails, homeward and outward
French " " " "
German " " " "
Canadian " " " "
Parcel Post " " " "
Calendar for 1901 " " " "

That is more information than is given on
one printed in London for which fifty cents is
charged. The price of the locally printed
cardboard is 20 cents on paper, 30 cents on
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CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS

SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,

PHILIPPINES, BORNEO, &c.,

FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Nether-
lands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony
Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which
will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with
the places, their History, Topography, &c., &c.
The Information in these Descriptions, consisting of a hundred interesting articles, packed
with facts, concisely set out, and containing statistics of the TRADE of each Country and
Port, would alone suffice to fill a large volume.

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tsu, Sasebo, Milke, Hakodate, Taipei, &c.

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CONTRACTORS OF COAL to the Imperial Japanese Navy, Armada and Railway Bureau;
Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa and Yamano Coal Mines; and
SOLE AGENTS for Fukuma, Hotoku, Ichi-mura, Kanada, Kishima, Mannoura, Onoura,
Otsaji, Senoda, Tanburo, Yoshinotani, Yoshio, Yanokibara, and other Coal Mines. [1331]

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FIRST CLASS MATERIAL. STRONGEST CONSTRUCTION.

SAFES

CAN COMPETE AGAINST THE BEST MAKES IN THE WORLD.

FOR PARTICULARS, APPLY TO—

HOTZ, SJACOB & CO. [313]

A NATURAL MINERAL WATER, BOTTLED

AT FUNAGOYA SPRING,

CHIKUGO,

JAPAN.

FUNAGOYA TANSAN

S. HASEGAWA & CO.

GENERAL AGENTS.

MOJI, JAPAN.

Apply to—

H. KUSAKABE & CO., HONGKONG. [1314]

HATCH, MANSFIELD & CO.

THE LEADING HOUSE FOR GOOD VINTAGES.

SCOTCH WHISKY.

HATCH, MANSFIELD & CO.

246. "IRRESISTIBLE" Navy blend Fine Mellow Scotch Whisky, guaranteed 10 years old. \$13.75

BRANDY.

OTARD, DUPLY & CO.

223. FINE OLD COGNAC, 1880 \$29.50

230. FINE OLD COGNAC, 1885 65.00

ALL WINES IN STOCK.

For Price List, apply to—

Linstead & Davis, Agents. [1338]

THEODORO VAFIADIS & CO.

MANUFACTURERS OF

HIGH CLASS

EGYPTIAN CIGARETTES.

FACTORY, CAIRO (EGYPT)

CLOSE TO H.E. NUBAR PASHA'S PALACE.

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BOMBAY 20, Esplanade Road. BANGKOK 72, Merchant Street.
CALCUTTA 4, Dalhousie Square. LONDON 19, Basinghall Street, C.B.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS

MESSRS. KRUSE & CO.,

HONGKONG.

PUT LOG CABIN
IN YOUR PIPE
& Smoke it

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2633-2]

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.
THE Company's Steamship

"SADO MARU,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godown at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be carried on unless in-
structions are given to the contrary before
4 P.M., TO-DAY.

Goods not cleared by the 25th instant will be
subject to rent.

All ship-damaged packages must be left in the
Godowns and Notice of same sent to this Office
before the 14th inst., or claims in connection
therewith will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 18th June, 1901. [1539]

FROM HAMBURG, ANTWERPEN,
ROTTERDAM, PENANG AND
SINGAPORE.

THE N.D.L. Steamship

"WURZBURG."
Captain Schuder, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before NOON
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 22nd instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office. [1513]

STEAMSHIP "SALAZIE"
COMPAGNIE DES MESSAGERIES
MARITIMES.

CONSIGNEES of Cargo from London,
ex s.s. *Pei Ho*, in connection with
above Steamer, are hereby informed that their
goods, with the exception of Opium, Treasures
and Valuables, are being landed and stored at
their risks in the Godowns of the Hongkong
and Kowloon Wharf and Godown Co. Limited,
at Kowloon, where delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 2 P.M. TO-DAY, the 16th inst., request-
ing it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
MONDAY, the 24th inst., at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 24th inst., or they will not be recognised.
All damaged packages will be examined on
MONDAY, the 24th inst., at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent. [2]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ALCINOUS"
are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company, Ltd.; in both cases it
will lie at Consignees' risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 18th inst.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.

Goods undelivered after the 22nd inst. will
be subject to rent. All damaged Goods must be
left in the Godowns, where they will be
examined at 11 A.M. on the 25th inst.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents. [15]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call	PARRAMATTA	Brit. str.	---	R. T. Cook, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON	MAHON	Brit. str.	---	J. S. Stevenson	Butterfield & Swire	On 25th inst.
LONDON	GLANGARY	Brit. str.	---	C. C. Talbot, R.N.R.	McGregor Bros. & Gow	On 28th inst.
LONDON	JAPAN	Brit. str.	---	J. Rafferty	P. & O. S. N. Co.	On or about 29th inst.
LONDON & ANTWERP	FRAMETHEUS	Brit. str.	---	---	McGregor Bros. & Gow	On 15th July.
LONDON	ALCINOUS	Brit. str.	---	---	Butterfield & Swire	On 23rd July.
LIVERPOOL DIRECT	GLAUCUS	Brit. str.	---	---	Butterfield & Swire	On or about 16th July.
BREMEN, via Ports of Call	HITACHI MARU	Jap. str.	---	H. Sumner	Malabar & Co.	On 27th inst., at Noon.
MARSEILLES, &c., via Ports of Call	NURNBERG	Ger. str.	---	G. Anderson	NIPPON YUSEN KAISHA	On 28th inst., at Daylight.
HAVRE & HAMBURG	SAMBIA	Ger. str.	---	Mayer	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE & HAMBURG	WUERZBURG	Ger. str.	---	Schmidt	HAMBURG-AMERIKA LINIE	On 12th July.
HAVRE & HAMBURG	ACILIA	Ger. str.	---	Schneider	HAMBURG-AMERIKA LINIE	On 26th July.
NEW YORK via Ports & Suez Canal	LOWTHER CASTLE	Brit. str.	---	---	McGregor Bros. & Gow	On 9th Aug.
NEW YORK via Suez Canal	ARABA	Brit. str.	---	Williamson	DODWELL & CO., LIMITED	On or about 20th inst.
NEW YORK via Suez Canal	L. SCHIFF	Amr. ship.	---	---	JARDINE, MATHESON & CO.	On 30th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	---	O. P. Marshall, R.N.R.	SheWAN, TOMES & CO.	On 10th July.
VICTORIA, B.C., via SHANGHAI, &c.	TANTAR	Brit. str.	---	G. D. Bowles, R.N.R.	SheWAN, TOMES & CO.	On or about 1st Aug.
SAN FRANCISCO via SHANGHAI, &c.	RIJON MARU	Jap. str.	---	H. Cox	SheWAN, TOMES & CO.	Quick despatch.
SAN FRANCISCO via SHANGHAI, &c.	DUKE OF FIFE	Brit. str.	---	---	SheWAN, TOMES & CO.	On 26th inst.
AUSTRALIAN PORTS	CORPUS	Amr. str.	---	---	SheWAN, TOMES & CO.	On or about 10th July.
SEATTLE via SHANGHAI & JAPAN	AMERICA MARU	Brit. str.	---	St. John George	SheWAN, TOMES & CO.	On 24th inst., at 4 p.m.
NAGASAKI, KOBE & YOKOHAMA	BEIGIAN KING	Brit. str.	---	N. Tate	SheWAN, TOMES & CO.	On 27th inst., at Noon.
NAGASAKI & VLADIVOSTOK	ADRIAN	Brit. str.	---	J. S. Hogg	SheWAN, TOMES & CO.	On 28th inst., at 4 p.m.
TIENTSIN	HYSON	Brit. str.	---	A. E. Moses	SheWAN, TOMES & CO.	On or about 14th July.
SHANGHAI	YAWATA MARU	Jap. str.	---	Th. Lehmann	SheWAN, TOMES & CO.	To-day, at Noon.
SHANGHAI	DAPHNE	Ger. str.	---	---	SheWAN, TOMES & CO.	On 25th inst., at 3 p.m.
SHANGHAI	NANCHANG	Brit. str.	---	---	SheWAN, TOMES & CO.	To-morrow, at 3 p.m.
SHANGHAI	LYEEMOON	Ger. str.	---	---	SheWAN, TOMES & CO.	To-morrow.
SHANGHAI	WHAMPOA	Brit. str.	---	---	SheWAN, TOMES & CO.	On or about 22nd inst.
SHANGHAI	SUNDA	Brit. str.	---	---	SheWAN, TOMES & CO.	On 24th inst., at 4 p.m.
SHANGHAI & CHINGKIANG	ELITA NOSSACK	Ger. str.	---	---	SheWAN, TOMES & CO.	On or about 28th inst.
SHANGHAI & JAPAN	MALACCA	Jap. str.	---	---	SheWAN, TOMES & CO.	On 26th inst.
ANPING, via SWATOW & AMOY	MAIZURU MARU	Jap. str.	---	---	SheWAN, TOMES & CO.	On 3rd July, at Daylight.
FOOCHOW via SWATOW & AMOY	ANPING MARU	Jap. str.	---	---	SheWAN, TOMES & CO.	To-morrow.
TAMSWI via SWATOW & AMOY	HAITAN MARU	Brit. str.	---	---	SheWAN, TOMES & CO.	To-morrow, at 3 p.m.
SWATOW, AMOY & FOOCHOW	YUENSANG	Brit. str.	---	---	SheWAN, TOMES & CO.	To-day, at 4 p.m.
MANILA	PERLA	Brit. str.	---	---	SheWAN, TOMES & CO.	On 24th inst., at 5 p.m.
MANILA	SUNGKIANG	Brit. str.	---	---	SheWAN, TOMES & CO.	On 28th inst.
MANILA	TAIWAN	Brit. str.	---	---	SheWAN, TOMES & CO.	On or about 14th July.
MANILA	KUMSANG	Brit. str.	---	---	SheWAN, TOMES & CO.	On 25th inst., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	MIKE MARU	Jap. str.	---	---	SheWAN, TOMES & CO.	To-day, at Noon.
BOMBAY, via SINGAPORE & COLOMBO	---	---	---	---	---	---

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
SACHSEN	THURSDAY ... 27th June.
KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY ... 11th July.
BAYERN	THURSDAY ... 25th July.
STUTTGART	THURSDAY ... 8th August.
KONIG ALBERT	THURSDAY ... 22nd August.
PRINZESS IRENE	THURSDAY ... 5th September.
PRINZ HEINRICH	THURSDAY ... 19th September.
PREUSSEN	WEDNESDAY ... 2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY ... 16th October.
SACHSEN	WEDNESDAY ... 30th October.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY ... 13th November.
BAYERN	WEDNESDAY ... 27th November.
STUTTGART	WEDNESDAY ... 11th December.
KONIG ALBERT	WEDNESDAY ... 25th December.
PRINZESS IRENE	WEDNESDAY ... 8th Jan. 1902.
PRINZ HEINRICH	WEDNESDAY ... 22nd Jan. 1902.
PREUSSEN	WEDNESDAY ... 5th Feb. 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY ... 19th Feb. 1902.
SACHSEN	WEDNESDAY ... 5th Mar. 1902.

ON THURSDAY, the 27th day of June, 1901, at Noon, the Steamship "SACHSEN" of the NORDDEUTSCHER LLOYD, Captain H. Sumner, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 26th June, Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 27th June, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 26th June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 14th June, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, U.C. AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
DUKE OF FIFE	3,821	J. S. Cox	June 25th
OLYMPIA	2,837	J. Truebridge	July 15th
GLENOCLE	3,750	W. Frakes	July 25th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £52. Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. TACOMA to NEW YORK in 4 days. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA and TACOMA, £35.

The best route to the KLODYKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYKE and St. MICHAEL.

Rates of Passage to other Points on application.

A special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED.

Hongkong, 8th June, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPRESS OF INDIA" ... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 26th June, 1901.

"EMPRESS OF JAPAN" ... Comdr. H. Pylus, R.N.R. ... WEDNESDAY, 17th July, 1901.

"EMPRESS OF CHINA" ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 7th Aug. 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS over the Trans-Pacific journey.

an make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 8, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP'S (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:—

"TARTAR" ... 4,425 Tons ... Comdr. G. D. Bowles, R.N.R. ... About WEDNESDAY, 10th July. Taking Cargo and Passengers for all points in CANADA and UNITED STATES.

In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Fielder's Street.

Hongkong, 8th June, 1901.

SHIPPING.

ARRIVALS.
June 19, CORPUS, British steamer, 2,744, J. H. Rhuler, San Francisco 21st May and Shanghai 17th June, General—O. & O. S. N. Co.
June 19, INDEPENDENT, German str., A. Holz, Saigon 15th June, General—SANDER, WILDER & Co.
June 20, LYEMOON, German steamer, 1,238, Lehmann, Canton 19th June, General—SANDER & Co.
June 20, HAITAN, British str., 1,183, J. S. Roach, Foochow, Amoy and Swatow 19th July, General—DOUGLAS LATHAM & Co.
June 20, PERLA, British str., 1,287, Geo. Blair, Manila 17th June, General—SHEWAN, TOMES & Co.
June 20, DAIJIN MARU, Japanese str., 893, T. Ogata, Swatow 19th June, General—M. B. KAISHA.
June 20, HYSON, British str., 2,276, J. A. Davies, Singapore 15th June, General—JARDINE, MATHESON & Co.
June 20, MIKE MARU, Japanese str., 2,080, M. Yagi, Moji 14th June, General—NIPPON YUSEN KAISHA.
June 20, P. C. K. Liao, British steamer, 1,011, Unsworthy, Bangkok 12th June and Hoihow 14th, General—BUTTERFIELD & SWIRE.
June 20, HEATHBURN, British steamer, 2,740, Kelby, New York 31st May and Manila 16th June, General—DODWELL & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

Yuenang, British str., for Manila.

Tatichon, German str., for Bangkok.

Katsuyama Maru, Japanese str., for Chefoo.

Jacob Diederichsen, German str., for Haiphong.

DEPARTURES.

June 20, HUMBER, British storeship, for Shanghai.

June 20, DESCARTES, French str., for Amoy.

June 20, KYOTO MARU, Jap. str., for Moji.

June 20, SABO MARU, Japanese str., for Kobe.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Sandakan, Benlrig.

Kowloon DOCKS.—U.S.S. Benington, Burnside, Union, Iris, Juno, Zaire, Hailan, St. Enoch, Temor.

COSMOPOLITAN DOCK.—Colonies, München, Fei Hoo, Sinoagan.

SHIPPING REPORTS.

The British steamer *Perla*, from Manila 17th June, had moderate S.W. wind and fine weather throughout.

The British steamer *Haitan*, from Foochow, Amoy and Swatow 19th June, had strong S.W. wind, moderate sea, fine, clear weather with occasional squalls.

The British steamer *Capricorn*, from San Francisco 21st May and Shanghai 17th June, had moderate S.W. winds and rain from Woomoo to Hieshan; then freshening to strong breeze with heavy head sea to Ockee; thence to port moderate S.W. winds, overcast and moderate sea; strong current to the N.E. throughout.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PARRAMATTA,"

Captain R. T. Cook, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 22nd June, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 10th June, 1901.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

captain P. H. Rolfe, will be despatched as above TO-DAY, the 21st inst., at 4 p.m.

This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 17th June, 1901. [152]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

AND SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "BELGIAN KING" ... On 21st June.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA TO-DAY, the 21st June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Values of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan.

Hongkong, 20th June, 1901. [14]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SEATTLE VIA SHANGHAI AND JAPAN.

THE Company's Steamship

"HYSON,"

Captain J. S. Hogg, will be despatched on SATURDAY, the 22nd instant, taking Cargo to Seattle and Overland Points, U.S.A., via Great Northern Railway at current rates.

For Freight, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 19th June, 1901. [153]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 23rd inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th June, 1901. [17]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain E. J. Buller, will be despatched as above on TUESDAY, the 25th instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 19th June, 1901. [154]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAWATA MARU A. E. Moser	NAGASAKI, KOBE and YOKO- HAMA	FRIDAY, 21st June, at NOON.
MIKE MARU M. Yagi	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, NOON.
RIOJUN MARU H. Ono	VICTORIA B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA	MONDAY, 24th June, at 4 P.M.
HITACHI MARU G. Anderson	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 28th June, at DAYLIGHT.
ROSETTA MARU N. Tate	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.
The Principal Cities in the		

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL...	"IXION"	On 21st June.
GLASGOW and LIVERPOOL...	"PELEUS"	On 22nd June.
GLASGOW and LIVERPOOL...	"DEUCALION"	On 23rd July.

FOR	STEAMERS	TO SAIL
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 15th July.
LONDON	"ALCINOUS"	On 23rd July.
LIVERPOOL Direct	"GLAUCUS"	About 15th July.

Hongkong, 17th June, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
TIEN-TSIN	"NANCHANG"	On 21st June.
SHANGHAI	"WHAMPOA"	On 22nd June.
MANILA	"SUNGKIANG"	On 28th June.
MANILA	"TAIWAN"	On or about 14th July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th June, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA,"
Captain U. T. Blackland, will be despatched as above on MONDAY, the 24th inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 19th June, 1901. [1534]

FOR NAGASAKI AND VLADIVOSTOK.

THE Steamship

"DAPHNE,"
Captain Th. Nissen, will be despatched for the above ports on TUESDAY, the 25th inst., at 3 P.M.
This Steamer has superior accommodation for First Class Passengers.
For Freight or Passage, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 19th June, 1901. [1544]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AIRLIE,"
Captain J. John George, will be despatched for the above ports on THURSDAY, the 27th inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stevedore and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 19th June, 1901. [1427]

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENGARRY,"
Captain J. S. Stevenson, will be despatched as above on WEDNESDAY, the 27th inst., at Noon.
For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.
Hongkong, 30th May, 1901. [1381]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 27th inst., at Noon.
For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA,
Agents.
Hongkong, 19th June, 1901. [19]

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"GLENESK,"
Captain J. Rafferty, will be despatched for the above ports on the 11th July.
For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.
Hongkong, 18th June, 1901. [1532]

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	THURSDAY, 27th June, at Daylight.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 31st Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.

THE O. & O. S. S. Co.'s Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 27th June, at Daylight, taking Freight for Japan, the United States and Europe.
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, shall be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 3rd June, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY,"
Captain Warner, will be despatched as above on or about the 20th June, 1901.
For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.
Hongkong, 18th May, 1901. [1289]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st July, 1901, at 1 P.M., the Company's Steamship

"SYDNEY," Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for Bond as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 30th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 18th June, 1901. [13]

THE UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI,"
will be despatched for the above port on or about 10th July, 1901.
For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 14th June, 1901. [1273]

FOR NEW YORK.

THE 3 A II American ship

"L. SCHEPP,"
will load for the above port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 3rd June, 1901. [1414]

HONGKONG.

Australian, British ship, 3,700, Helms, June 19, 1898, Livingston & Co.

Babelberg, German ship, 1,320, Boeckmann, June 14, 1898, Livingston & Co.

Belgian King, British ship, 2,170, Chieiss, June 13, 1898, Livingston & Co.

Benlarig, British ship, 1,452, Broble, June 14, 1898, Livingston & Co.

Bonlaure, British ship, 1,481, Sarohet, June 18, 1898, Livingston & Co.

Burnside, Amr. ship, 1,400, Lafflin, April 14, 1898, U.S. Government.

Coptic, British ship, 2,744, Rinder, June 20, 1898, O. & U. S. S. Co.

Dajin Maru, Japanese ship, 899, Ogata, June 20, 1898, M. B. Kaisha.

Devonshire, British ship, 2,364, Coull, June 17, 1898, Standard Oil Co.

Duke of Fife, British ship, 2,416, Cox, June 15, 1898, Dodwell & Co., Limited.

Empress of India, British ship, 3,003, Marshall, June 17, C. P. R. Co.

Fausang, British ship, 1,410, Mitchell, June 14, 1898, Jardine, Matheson & Co.

Haitian, French steamer, 377, Marles, June 9, 1898, A. R. Marty.

Haitian, British steamer, 1,183, Roach, June 20, 1898, Douglas Lapraik & Co.

Heathburn, British ship, 2,740, Kedley, June 20, 1898, Dodwell & Co., Ltd.

Hyson, British steamer, 2,270, Davies, June 20, 1898, Jardine, Matheson & Co.

Independent, German ship, 871, Holtz, June 19, 1898, Sander, Wisler & Co.

Jacob Diederichsen, Ger. ship, 623, Rieko, June 19, 1898, Sander, Wisler & Co.

Kaifong, British ship, 1,024, Ponnafather, June 19, 1898, Butterfield & Swire.

Kashin, British ship, 1,158, Sanderson, June 16, 1898, Butterfield & Swire.

Katsuyama Maru, Jap. ship, 405, Hayashi, June 18, 1898, Chino.

Kochingang, German ship, 1,291, Loass, June 18, 1898, Butterfield & Swire.

Kamsang, British ship, 2,076, Buller, June 18, 1898, Jardine, Matheson & Co.

Lyemmoon, German steamer, 1,238, Lohmann, June 20, 1898, Siemens & Co.

Mania Valeris, Austrian ship, 2,648, Berbarovich, June 17, Sander, Wisler & Co.

Mike Maru, Jap. ship, 2,080, Yagi, June 23, 1898, Nippon Yusen Kaisha.

Nanchang, Brit. ship, 1,002, Finlayson, June 7, 1898, Butterfield & Swire.

Nankai, British ship, 2,064, Schell, June 12, 1898, Dodwell & Co., Limited.

Obi, British steamer, 1,951, Pinkham, June 11, 1898, M. B. Kaisha.

Pakistan, British ship, 1,235, Ferris, June 17, 1898, Bradley & Co.

Porla, British ship, 1,284, Blackland, June 20, 1898, Shewan, Tomes & Co.

Phra C. C. Kiao, British ship, 1,012, Unsworth, June 20, 1898, Butterfield & Swire.

Riojan Maru, Jap. ship, 2,078, Ohno, June 16, 1898, Nippon Yusen Kaisha.

Sandakan, Ger. ship, 1,374, Brandstetter, June 6, 1898, Mellers & Co.

Sinmonag, Dutch ship, 1,318, Sanduan, April 18, 1898, Chinese.

Tachow, German ship, 862, Behr, June 14, 1898, Butterfield & Swire.

Taiyuan, British ship, 1,459, Nelson, June 15, 1898, Butterfield & Swire.

Takung, British ship, 977, Baker, June 16, 1898, Jardine, Matheson & Co.

Trym, Norwegian ship, 710, Dale, June 10, 1898, A. R. Marty.

Yasuta Maru, Jap. ship, 2,367, Moss, June 18, 1898, Nippon Yusen Kaisha.

Yuenyang, British ship, 1,198, Rolfe, June 18, 1898, Jardine, Matheson & Co.

SAILING VESSELS.

Celest Darrell, British ship, 1,764, Jeffry, May 29, Order.

Holliswood, Amr. bark, 1,084, Knight, June 14, Order.

M. de Villars, French bark, 1,171, Eional, May 31, E. A. Trading Co., Limited.

Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master.

Sussex, British bark, 1,212, Guthrie, May 17, Master.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Craddock, at Taku.

Algerine, sloop, 1,050 tons, 6 guns, 1,160 h.p., Comdr. E. D. Hunt, at Shanghai.

Arcturion, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, Woosung.

Argonaut, battleship, 11,000 tons, 16 guns, 16,000 h.p., Capt. G. H. Cherry, B.N., at Chinkiang.

Astraea, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain C. J. Baker, at Shanghai.

Aurora, cruiser, 5,000 tons, 12 guns, 5,500 h.p., Capt. E. H. Bayly, C.B., at Woosung.

Barclay, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrender, at Weihaiwei.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Woosung.

Brantley, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. M. Leake, at Wuhu.

Brisk, cruiser, 6 guns, 5,800 h.p., Comdr. Sir B. R. S. Wray, Bart., at Hankow.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. E. A. Baird, at Weihaiwei.

Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. R. Jellicoe, C.B., at Taku.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Pakenham, at Hongkong.

Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 8,900 h.p., Capt. P. F. Tildard, at Woosung.

Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Hongkong.

Esik, gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. W. F. Blunt, at Shanghai.

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong.

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut. Comdr. C. P. Beatty Pownall, at Canton.

Glory, battleship, 12,950 tons, Captain Frederick S. Inglefield, at Yokohama.

Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Louis B. Wintz, at Nanking.

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at Shanghai.

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong.

Hermione, cruiser, 4,360 tons, 10 guns, 3,000 h.p., Capt. R. S. D. Cumming, at Shanghai.

Humber, storeship, 1,640 tons, Comdr. H. J. Davidson, at Shanghai.

Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, at Shanghai.

Janus, torpedo-boat destroyer, in reserve, at Hongkong.

Kinch, river gunboat, Lieut. Comdr. G. B. Percell, at Yangtze.

Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Amoy.

Other, torpedo-boat destroyer, Lieut. Comdr. C. P. Maseel, at Weihaiwei.

Phoenix, sloop, 1,915 tons, 6 guns, 1,400 h.p., Comdr. W. M. Nicholson, at Tongkin.

Pigmy, gunboat, 751 tons, 6 guns, 1,200 h.p., Lieut. Comdr. A. H. Oldham, at Singapore.

Pique, cruiser, 3,800 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Weihaiwei.

Plover, gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut. Comdr. Cowper, at Kinkiang.

Rodpole, gunboat, 855 tons, 6 guns, 720 h.p., Lieut. Comdr. Chas. F. Corbett, Kinkiang.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Godfrey G. Webster, West River.

Rosario, sloop, 930 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Singapore.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Carr, at West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. R. W. Dalgety, at Shanghai.

Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in reserve, at Hongkong.

Taku, torpedo-boat destroyer, 250 tons, in reserve, at Hongkong.

Talbot, cruiser, 5,800 tons, Capt. F. G. Stopford, at Yokohama.

Tamar, receiving ship, 4,600 tons, 6 guns, Comdr. Francis Powell, C.B., at Hongkong.

Terrible, 1st class cruiser, 14

